Illinois State Register.

VOL. XV---NO. 49. SPRINGFIELD, FEBRUARY 6, 1851. $2 A YEAR

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LANPHIER & WALKER,
EDITORS AND PUBLISHERS.

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We have seen it charged in Seward papers in different quarters of the Union that, Robert Rantoul has authorized his name to be used as a candidate for United States senator, by the coalition party in the Massachusetts legislature.

Mr. Rantoul is now in this city, and we have it from good authority, that he refused any such use of his name. He left Massachusetts two or three weeks ago, and, before leaving, distinctly declined the candidacy, and advised a different course from that pursuing at this time by the coalition organization. He has ever been known in Massachusetts as an ultra democrat, devoted to the Union, and strongly opposed to the recent agitations which have threatened its existence. The rumors contrary to these facts are calculated to injure him in the estimation of many who have hitherto regarded him as one of our most distinguished and reliable patriots.

Pacific Steamers.—The American consul at Valparaiso, Col. Potter, writes to a Baltimore paper, urging upon capitalists the expediency of establishing, immediately, a line of steam vessels on the coast of the Pacific, with Valparaiso and San Francisco for the terminus; to touch at all intermediate ports, and connect with another line between California, the Sandwich Islands and China. He establishes the fact, that the enterprise would pay well. Besides it would be instrumental, eventually, in bringing about a communication with the Japanese, and others with whom we have little or no intercourse, and add much to American commerce. The committee on Naval Affairs have reported in favor of a bill to establish a line of steamers from the Atlantic ports to the western coast of Africa, thence via the Mediterranean to London. It is intended chiefly to promote the colonization of free negroes. The dangers and difficulties of a voyage to Liberia have deterred many who will avail themselves of a more pleasant and expeditious trip by steam. The project is said to be well received at Washington.

Both houses were in committee yesterday afternoon, on the railroad bills. No definite action was had in either house upon the subject.

The steamship Atlantic sailed from Liverpool on the 28th of December. She has, therefore, been out thirty-one days—more than twice the time necessary for the accomplishment of the voyage. The New York Herald of Sunday, 19th, says:

The anxiety about the Atlantic is intense. On Friday night, up to 12 o'clock, crowds of persons were collected at her wharf, in Canal street, expecting her arrival. Many of them had relatives on board. They were first attracted by the guns of the Asia, which they mistook for those of the Atlantic. The excitement was very great.

The New Orleans Delta, speaking of the determination of Judge Gholson, to issue the writ prayed for by the district attorney against Gen. Quitman, says:

Governor Quitman will, we are certain, promptly and cheerfully obey the process of that court as soon as it is served upon him, and come down to New Orleans to meet the indictment found against him. We have been assured that Judge Gholson has thus far delayed issuing the writ of arrest, in order to allow Gov. Quitman sufficient time to dispose of the business of his office, as to be able to absent himself from Jackson without too much prejudice to the public interests confided to his keeping.

The new constitution of the state of Michigan has been adopted by a very large majority.—The question of 'negro suffrage' was submitted at the same time, against which there is a majority of nearly 20,000.

Sinking of the Gov. Briggs.—A dispatch was received in St. Louis on Monday, stated that the Governor Briggs, heavily freighted for that city, and having two barges in tow, was sunk near Beardstown, on the Illinois river—from what cause is not stated. The Governor Briggs was freighted with pork and lard, a few barrels of which were thrown overboard, with a hope of saving the boat, but to no purpose. The barges were saved, without damage to cargo. The Briggs is an old boat, and valued at about $1200.

Hiram S. McFarland, late publisher of the St. Louis Times, died on board the steamboat Jamestown, on the 9th inst., just before the boat reached Vicksburgh. His remains were landed at that place, and conveyed to the house of his brother, and were interred on the 10th. Mr. McFarland got on board the boat at the mouth of White river. He was 27 years of age, and died of consumption.

The Central railroad bill was taken up again yesterday, in the house, in committee of the whole and Mr. Thornton addressed the committee in favor of the old route, and against the proposed amendments. Mr. Caldwell withdrew the amendment submitted by him day before yesterday, and Mr. Linder offered an amendment, which leaves the company to select the points on the route, as well as that for the diverging branch. Mr. Linder has the floor for to-day.

The senate had the same subject under discussion, and without having made any important additional amendments to the senate bill, adjourned over till to-day.

Excursion to Jacksonville.

We have already noticed, in our account of legislative proceedings, the acceptance by the legislature, of an invitation of the Sangamon and Morgan Railroad Company, to an excursion on the railroad, to Jacksonville, on Tuesday next.

The last legislature accepted a similar invitation, and the trip was very pleasant and satisfactory. The number of public institutions in operation in Jacksonville, renders an occasional visit, by the legislature, almost a matter of public duty, while it affords a pleasant recreation from their laborious and sedentary employments.

We understand that the citizens of Jacksonville have invited the members to a dinner, to be prepared for them at the Mansion House.

Provision will be made by the Railroad Co., to accommodate any number of persons who may desire to accompany the legislature in this excursion.

The train will leave *punctually* at 8 o'clock A. M., and return at 5 o'clock.

In San Francisco, many of the principal streets have been planked. The number of good houses has greatly increased of late.

The population of Virginia is about 1,400,000. The state will lose three representatives in congress by the new apportionment.

The national armories at Springfield, Mass., and Harper's Ferry, Md., manufactured during the past fiscal year, 27,945 percussion muskets, 2,-676 percussion rifles, 200,000 musketoons, besides altering 66,072 flint lock muskets to percussion muskets. The expenditures on account of these armories, during the same period, were $461,511.

Robinson Family.—Will open this evening with the play fo the "*Irish Tutor*" and "*Perfection.*"

Air.—An analysis of air taken from jars which had been buried for seventeen centuries, in the ruins of Pompeii, was found to be, atom for atom, identical with the air we breathe.

Specie in New York.—The New York Tribune, of Friday evening, the 17th inst., says:

The scarcity of silver coin continues to be very embarrassing to the commercial classes. The small dealers are obliged to buy at 2 to 3 per cent. premium for the purpose of making change, and the same course is pursued at the sub-treasury, post office, &c. Boys are continually engaged in demanding silver from the banks on their small notes, which has induced many banks to call in their ones and twos. The quotations are as follows:

	℔ cent.
American gold, old	105 @106
American gold, new	100 @100
Half dollars	103 @103½
Portuguese gold	100 @100½
Spanish dollars	106 @107
Spanish quarters	100 @101
Mexican dollars	104 @104½
Mexican quarters	100 @101
	Value
Carolus dollars	106 @107
Five francs	96½ @ 97
Doubloons	17-20@17-30
do patriot	16-30@16-40
Sovereigns	4 85@4 86
do light	4 82@4 83
Heavy Guineas	5 00@—
Napoleons	3 85@3 86

Alleged Insurrectionary Movement.—An address appears in the Mobile Tribune, signed "Many Planters," vouched to come from a responsible source, calling on the planters of the state to meet in convention at Montgomery on the 1st Monday in May, asserting that an attempt is being made by white persons to invite their slaves to insurrection, and the massacre of their owners, and cites one case where two white men are said to have thus tampered with slaves on a plantation where the overseer had just died.

Good for Iowa.—The new governor of Iowa, in his inaugural address, delivered Dec. 4, thus speaks of the condition of that state, without the blessings which these rag-mills afford:

"With no banks among us to create distress and panic by their failures, contractions and expansions, with but few incorporations except those formed under general laws, our citizens, relying on their own industry and frugality, are advancing steadily to competence and wealth, showing to the world that bank indulgencies, paper money, and special privileges, are unnecessary to secure to a people happiness and prosperity."

The Well Thrashed Austrian.—The Haynan hunt, at the brewery of Barclay & Perkins, has given rise to an amusing correspondence between Baron Koller, the Austrian charge and Lord Palmerston, the English secretary of state for foreign affairs. Justice is demanded against the big fisted men of beer, who "bonneted" the field marshal, and used his ample mustache as handles to drag his little carcase through the gutter with convenience and dispatch. Lord Palmerston says that the Baron did not identify the men; that the police do not know the men; and that, as his excellency is not on the spot to testify, he fears the ruffians will have to go scot-free—but at the same time assures the Austrian government of his "distinguished consideration." Prince Schwarzenberg, the Austrian Prime Minister, seeing very plainly that the British government has no wish to punish the jolly draymen, waxes wroth and hints at retaliation on British subjects in Austria; and so ends the correspondence. Meanwhile the well-curried baron has the sympathies of his government—and that's all.

We learn by private letter, that if the proper securities for the completion of the road are given, there is no doubt but that the legislature will join hands with this Boston company, and grant them a very favorable charter. We hope this may be the case, as it will ensure the completion of the whole road some three or four years earlier than we should expect to see it under any other company or companies. The names to the memorial are good and substantial—men known to the world as possessing energy and command of capital sufficient to carry out any enterprise they may embark in. We look with a great deal of interest for the action of our legislature upon the proposition.—*Galena Jeffersonian.*

Bay State Shawls.—The ladies will be interested to learn that the Bay State mills in Lawrence, are now running the whole of their machinery, in the manufacture of Bay State shawls. They employ nineteen hundred hands, and daily use the wool of more than three thousand sheep. This latter fact, says the Lowell Courier, may assist the reader who is unacquainted with the details of manufacturing, in forming some conception of the immense amount of raw material requisite to keep such a vast establishment in motion, and the capital, energy, and enterprise engaged in it. *Boston Journal.*

A Commentary upon Abolitionism.—Bishop Capers, of South Carolina, says the Richmond Dispatch, is a gentleman of great piety, was the owner of a large plantation and one hundred slaves—A few years ago he was seized with the emancipation fever, and resolved to set them all free. He gave up to their use for three years, the plantation and all that was upon it; horses, cattle, farming utensils, and all, telling them that if they succeeded well, at the end of that time, they should have their freedom and all they had made. When the time had expired, he found that they had made nothing; that the stock was all killed for their use, that all the farming implements were destroyed, that the horses had died and not been replaced, that there was no corn in the corn-house, or cotton at the gin, and that they were on the point of starvation. He became satisfied that they were incapable of shifting for themselves, and very wisely took them once more under his own charge.

Population of New England.—The census of New England is now completed with the exception of Massachusetts. We give below the official returns of the population of all the other states, and the U. S. marshal's estimate of the Old Bay state:

	1850.	1840.
Maine,	583,026	501,636
New Hampshire,	317,997	284,574
Vermont,	314,322	291,498
Massachusetts,	1,000,000	779,828
Rhode Island,	147,543	108,830
Connecticut,	371,982	310,015
Aggregate,	2,731,870	2,276,381

New England has, in the present congress, thirty-one members of the house of representatives. In the new apportionment she will have but twenty-seven, losing three members. Maine will have six, New Hampshire three, Vermont three, Massachusetts ten, Rhode Island one, Connecticut four.

Steam on the Pacific.—Z. W. Potter, U. S. consul at Valparaiso, calls the attention of American capitalists to the expediency of the immediate establishment of a line of steamers on the Pacific coast, with San Francisco and Valparaiso for the termini of the route, touching at the intermediate ports of Callao, (in Peru,) Guayquil, (in Ecuador,) and Panama, (in New Grenada,) to connect with another line to ply between San Francisco, Canton and Japan, by way of the Sandwich Islands.

Important Discovery.—A writer in the New York Evening Post, professes to have discovered a solution, which, if applied to paper, renders the print perfectly legible after the paper is charred and perfectly black. A piece of paper was saturated with the solution, then laid upon a blazing fire, and after being in direct contact with the blaze for ten minutes, was removed, and every word was as legible as it was before being burnt.

Can't be Beat.—We yesterday saw a sweet potato, which was brought from one of the Islands of the Pacific, that weighed about twenty pounds—On halving it, the quality proved to be of the first order, being perfectly sound and of fine grain.—Those Islands that dot the great Pacific are destined for blooming gardens and prolific vineyards. *Sacramento Transcript.*

More Villainy in Boston.—*Boston, Jan. 20.* Some astounding developments, relative to the recent disappearance of a young girl, named Brown, the daughter of a highly respectable abolitionist, have been made. It appears the father had expressed himself indifferent as to whether his daughter married a white man or a negro. She took him at his word, and a few weeks since eloped with a black man, married him, and in his company went to the different dens of Ann street, in one of which she was discovered by an officer, and carried to her father. She is now in the lunatic asylum. The affair has been hushed up, here, on account of the respectability of the parties.

From the Mobile Register.

North and South.—The Mobile Register, has the following sensible remarks:

The issues which may hereafter arise between us and the north will be to them mere abstractions,—what Mr. Choate has well called "shallow sentimentalities." Seeing that the Union cannot be preserved except by respecting the clear provisions of the constitution, and by a faithful enforcement of the fugitive slave law, they will sacrifice their ideal prejudices to considerations of such paramount importance. This they are beginning to do now, as manifested in their union meetings from Maine to Illinois. Sick of agitation, stated by conquest, apprehensive of a severance of the confederacy, and of the consequent injuries to their commerce, manufactures, and industrial pursuits, they have now paused, and are beginning yield to the returning sense of justice and fair dealing with their neighbors and equals, by the constitution, south of the Potomac.

The northern mind is now in a healthier state, so far as its sympathies towards the south are concerned, than it has been for years. The recent political excitements have served like tempests to purify the moral atmosphere; and the "rocking of the battlements"—the ramparts and turrets of the Union, has shown that the country cannot and will not endure such another agitation.

We speak this in hope, rather than conviction, but we trust that our conclusions may be prophetic. Let the north at her public meetings say she will abstain from any further agitation of the slavery question in congress, let her frown down and suppress the vile efforts of the madmen in her midst, let her faithfully execute the constitutional stipulation made to the south, by the delivery of our runaway slaves, and the "peace and calm" now prevailing may be permanent.

The railroad is doing three times the business ever done heretofore. Of two articles of produce, one commission house near the railroad depot has received and sold, since the 1st of October last, 15,536 barrels of flour, and 25,551 bushels of wheat.

There is now lying on the depot wharf about 2,-500 barrels of pork, which has been sent in from Indianapolis for shipment. *Madison Courier, 23d.*

New Counterfeit—*An Arrest.*—Officer Hayman, on Monday night, arrested a man named Holiday, a *reputed* physician of this city, on a charge of passing counterfeit money. Two new counterfeit tens, on the State Bank of Ohio, were found in his possession. These bills are well executed, and calculated to deceive the most cautious. They can be detected, however, by their length—they being about a quarter of an inch longer than the genuine. *Cin. Atlas, 23d.*

The London correspondent of the Philadelphia North American notices the receipt at the port of London, of 100 casks of vinegar from Boston, and thinks that New England cider, and vinegar carefully made, will at no distant day, be largely imported into Europe. He states that the English vinegar contains poisonous chemicals, which are very injurious to the health, and that the cider sold in London is not equal to the purest kind made in this country.

World's Fair.—The Russian exhibitors have made up their list, and got over their difficulty about the non-exhibition of prices to the articles; 1,600 Prussian exhibitors are reported; Switzerland has a list of 1,700. The Hanse Towns and Northern Prussia about 1,700; and the city of Hamburg about 200 exhibitors. The list of a portion of the London exhibitors is thus classified:

Manufacturers in mineral substances used for building or decorating buildings, 66. In this list is the name of the Earl of Lovelace, who asks for 100 feet of counter, and that of Sir Moses Montefiore, who asks for six feet. Exhibitors of vegetable and animal substances used in manufactures, &c., 103; chemical, &c., processes, 60; tapestry, carpets, floor cloths, lace and embroidery, 104; printed, dyed, woven, spun, felted and laid fabrics, 22.

The Gutta Percha company asks for one hundred feet of counter and three hundred feet of wall.—The Metropolitan musical instruments will occupy about 3,400 feet. No class of musical instruments will be unrepresented. Piano fortes will be very numerous. The number of exhibitors of this class will be about seventy.

The Mexican Priesthood.—Mr. Lerdode Legado has published, in Mexico, an interesting phamphlet on the condition of that country, in which many important statistical statements are embraced. The income of the clergy, he says, amounts to $20,000,000 per annum. The landed property possessed by this body represents an enormous capital. In the federal district alone, it is over one-half of the entire landed property of the district. The revenues of the general government itself do not exceed $6,000,000.

Frederika Bremer.—It is probable that Miss Bremer will leave for New Orleans to-day; from New Orleans she will proceed to Havanna in the steamer Pacific: thence she will go to Charleston, and, if possible, to St. Augustine.

After tarrying there awhile, she will return to Charleston, and proceed to visit Maine, Vermont, and New Hampshire—the only states that she not been in since her arrival in our country. During the summer, she will proceed to England, and thence to Sweden, after having performed the most wonderful tours, for a woman, on record, and within a period of twenty four months. *Mobile Reg.*

Advantages of Railroads.—Yesterday, several farmers from the neighborhood of Salem, Ia., a distance of twenty-eight or thirty miles, arrived here with their produce, including eighteen or twenty hogshead of tobacco, which they disposed of at very excellent prices, and were on their way home again the same day. They came to New Albany from Salem on the railroad, at a very trifling expense, passing through "Spurgin Hill," and those heretofore interminable barrells, the "Knobbs" in four hours—a road that, before the railroad was built, occupied as many days to travel. These are invaluable advantages to the farmer, as he saves a great deal of time and labor, and places him within a few hours' travel of a good market that heretofore was out of his reach. *Louisville Cour.*

Brevity in Woman.—We find in a California diary, the following glorification of a quality we should like. "A man of few words" is very well, but "a woman of few words" is a matter open to argument:

I encountered, to-day, in a ravine, some three miles distant, among the gold washers, a woman from San Jose. She was at work with a large wooden bowl by the side of the stream. I asked her how long she had been there, and how much gold she averaged a day. She replied, 'three weeks and an ounce.' Her reply reminded me of an anecdote of the late Judge B——, who met a girl returning from market, and asked her, 'how deep did you find the stream? what did you get for your butter?' 'Up to the knee and ninepence,' was the reply. 'Ah!' said the judge to himself—'she is the girl for me; no words lost there;' turned back, proposed, was accepted, and married the next week; and a more happy couple the conjugal bonds never united; the nuptial lamp never waned; its ray was steady and clear to the last. Ye who paddle off and on for seven years, and are at last, perhaps, capsized, take a lesson of the judge—That 'up to the knee and ninepence' is worth all the rose letters and melancholy rhymes ever penned.

The Tariff.—The Philadelphia North American has the following dispatch from Washington:

Several delegations from both the northern and southern states, selected without regard to party politics, are now here urging upon congress a modification of the tariff. The results of the consultations which have been held among themselves and with the members of the two houses, are such as to authorize a reasonable expectation that changes to the following effect may be made.

1st. To levy a duty of 40 per cent. ad valorem on iron, the value to be ascertained by taking the average cost of the proceeding ten years.

2d. To restore the free list act of 1842, which contains a clause levying a duty of five cents on woolens costing under seven cents, and at the same time admits dye-stuffs, and other articles employed in the manufacture of carpets, calicoes, &c., duty free.

3. To declare that duties shall be assessed on the value which articles bear at the time and place of exportation which, it is asserted, was the real intention of the act of 1846, though it has been evaded since the decision of Judge Woodbury.

4. To make manufactured fabrics pay ten per cent. more duty than the raw material of which they are composed.

To this latter stipulation many of the democrats object, and it is not conclusively determined upon; but in regard to the others there appears to be a pretty general concurrence.

Illinois Legislature.

SENATE.

Wednesday Afternoon, Jan. 29.

The bill to incorporate the Central Railroad Company was taken up. A call of the senate was ordered. Pending which, Mr. Gillespie moved to take up a bill for the construction of the Northern Cross railroad. Laid on the table.

Mr. Sweat moved to take up a bill for an act requiring county treasurers to give additional security in certain cases. Agreed to, and the bill read a third time and passed.

Mr. Wallace moved to take up a bill to authorize Wade H. Eldridge to keep a ferry across the Mississippi river. Agreed to, and the bill read a third time and passed.

The further proceedings under the call were dispensed with, and the senate resolved itself into committee of the whole, on the bill to incorporate the Central Railroad Company. After the adoption of numerous immaterial amendments,

Mr. McMurtry moved that the committee rise, report progress, and ask leave to sit again. Agreed to.

Mr. Rountree offered a resolution, that the bill to incorporate the Central Railroad charter be the order of the day for every day until disposed of: which was amended, fixing the hour at 10 o'clock, and the resolution was adopted.

The chair laid before the senate an invitation from the Sangamon and Morgan railroad company, for an excursion on Friday. Accepted.

Mr. Denny moved to take up the bill to incorporate the Northern Cross Railroad company.—Agreed to, and the bill passed. Adjourned.

HOUSE OF REPRESENTATIVES.

Wednesday Afternoon, Jan. 29.

On motion of Mr. Allen of Henry, the senate bill relating to the Rock Island and La Salle railroad, was taken up and referred to a committee.

Mr. Edwards of Sangamon offered a resolution, that as much of the governor's message as refers to claims against the state, be referred to a select committee. Adopted.

On motion of Mr. Casey, the house resolved itself into committee of the whole, on the bill to incorporate the Central Railroad company.

After some time spent in the consideration of the bill, during which the committee was addressed by Mr. Caldwell and Mr. Speaker, the committee rose, reported progress, and obtained leave to sit again.

On motion of Mr. Randall, the bill to amend an act authorizing the construction of a plank road from Oswego to the Indiana line, was taken up and passed.

Mr. Ames from the select committee, reported a bill to authorize S. S. Sparks to keep a ferry across the Mississippi river. Passed.

The Speaker laid before the house a communication from the Morgan and Sangamon Railroad company, inviting the members of the general assembly to a pleasure excursion on the railroad, to Jacksonville, on Tuesday next. Invitation unanimously accepted.

On motion of Mr. Linder, the bill to authorize H. J. Graham to keep a ferry across the Illinois river, was taken up and passed.

On motion of Mr. Brewer, the senate bill to enable the guardian of Louisa Busan to settle his guardianship, was taken up and passed.

Mr. Norton introduced a bill to amend an act granting certain pre-emptions therein named. Referred to the Judiciary committee.

Adjourned till 10 o'clock to morrow.

SENATE.

Thursday, Jan. 30.

Petitions were presented by Messrs. Denny, Sweat, and Gridley, and referred.

A call of the senate was ordered. Pending which Mr. Gillespie moved to take up the bill to extend the lease of the penitentiary. Agreed to, the bill read three times and passed.

Mr. Gridley introduced a bill to dispatch the business of circuit courts. Read a third time, and referred to the committee on the Judiciary.

Reports from standing committees:

Mr. Plato, from the committee on Petitions, reported back and recommended the passage of the bill to vacate certain streets in the town of Sycamore. Read a third time and passed.

Mr. Osborn, from the committee on Public Roads, reported back the petition of citizens of Lawrence county, to vacate a certain state road, with a bill to that effect, and to lay out a certain other road.—Read twice and re-referred.

Bills introduced, read twice, and referred:

Mr. Reddick—A bill for the improvement of a part of the Illinois river, and for hydraulic purposes.

Mr. Witt—A bill for an act to provide for the copying and distribution of the public laws and journals.

Mr. Reddick—A bill in relation to the Illinois canal and canal lands.

Mr. Wood—A bill to authorize the city of Quincy to levy and collect taxes for certain purposes.

Mr. Judd—A bill to legalize the equal representation of the board of supervisors of Cook county. Also a bill to regulate the business of railroad companies.

Senate bills on the third reading—passed:

A bill in relation to the McAlister and Stebbins bonds, to prevent loss to the state

A bill to incorporate the Whitehall Male and Female Academy, and Orphan Institute

A bill for the relief of the securities of Joseph M. McLear.

A bill to discharge H. W. Dorsett and his securities.

A bill to confirm the action of the county commissioners' court of Cook county, in granting the right of way to a Plank Road company, and to amend the charter of said company.

A bill to authorize Edwards county to make a loan of money.

Adjourned till 2 o'clock.

HOUSE OF REPRESENTATIVES.

Thursday, Jan. 30.

On motion of Mr. Dyer, the bill to create a general system of banking, was committed to committee of the whole, and made the order of the day for Monday next.

The following bills were introduced:

Mr. Knapp—A bill to legalize the acts of justices of the peace in Schuyler county. Referred to the Judiciary committee.

Mr. Miller of Madison—A bill to amend chapter thirty-one of Revised Statutes, entitled 'Penitentiary.' Referred.

Mr. Simonds—A bill for the relief of Green Mattson, late sheriff of Alexander county. Referred to Finance committee.

Mr. Howard—A bill to amend the act supplemental to the act to construct railroads by a general law. Referred to the Judiciary committee.

Mr. Brewer—A bill to change the name of Henry Sherman to Henry Shwakie. Passed.

Mr. Burke—A bill to compensate officers in certain cases. Referred to the Judiciary committee.

Mr. Hise—A bill to incorporate the city of Peru. Referred to committee on Banks and Corporations.

Mr. Singleton—A bill to alter the time of holding general elections. Referred to committee on Elections.

Mr. Jones—A bill to change the name of Elizabeth M. Welton.

Mr. Singleton moved to amend by inserting and changing the name of Elizabeth Dennis, to Elizabeth Currie. Agreed to, and the bill passed.

Mr. Hodges—A bill to amend chapter thirty six of Revised Statutes, entitled "Ejectments."

Mr. Patterson of Warren—A bill to legalize levy of road tax, and assessment of taxes in Warren county, for the year 1850. Referred to the Finance committee.

Mr. Bailey—A bill to amend chapter 91 of Revised Statutes, entitled "Roads."

Mr. Ferrell—A bill to authorize T. G. Davis and J. H. Bowers to build a mill-dam. Passed.

Mr. Bailey—A bill to incorporate the Paris Male and Female Seminary. Referred to the committee on Education.

Mr. Maxwell—A bill to amend the act to establish an institution for the education of the blind. Ordered to be engrossed.

Mr. Ames—A bill to make an addition to the county of Putnam. Referred to the committee on Counties.

Mr. Thomas—A bill to amend the several laws in relation to limitations. Referred to the Judiciary committee.

Mr. Sams—A bill to establish a state road from the town of Brooklyn to the town of Frankfort.—Referred.

Mr. Martin—A bill to amend an act in relation to justices of the peace. Referred to Judiciary committee.

Mr. Detrich—A bill supplemental to an act to amend the act relating to public printing. Referred to the Finance committee.

Mr. Nixon—A bill concerning physicians and surgeons. Referred to the committee on the Penitentiary.

Mr. Hise—A bill to provide for the use of private seals in certain cases. Referred to the Judiciary committee.

Mr. Snyder—A bill to exempt Walnut Hill Seminary from taxes, attachments, and executions.—Referred to the Finance committee.

Mr. Sloan—A bill to amend the act to incorporate Metropolis City. Passed.

Mr. Miller of Carroll—A bill in relation to the records of Carroll county. Referred to the Finance committee.

Mr. Persinger—A bill to authorize James H. Gowdy to establish a ferry across the Illinois river. Referred to the committee on Banks and Corporations.

Mr. Briggs—A bill to authorize the board of supervisors of Tazewell county, to levy and collect a special tax to build a jail. Passed.

Mr. Ames—A bill to amend the act to locate, re-locate, and vacate certain state roads. Referred.

Mr. Miller of Madison—A bill in relation to certain records therein named. Referred to the Judiciary committee.

Mr. Hodges—A bill to amend the act entitled criminal jurisprudence. Referred to the Judiciary committee.

The house then resumed the consideration of the bill to incorporate the Atlantic and Mississippi railway company.

Mr. Allen of Crawford addressed the house in favor of the bill.

Mr. Sloan next obtained the floor, but gave way to a motion to adjourn, when the house adjourned till 2 o'clock.

SENATE.

Thursday Afternoon, Jan. 30.

The senate went into committee of the whole on the Central Railway bill, but nothing definite has been done. After the adoption of sundry immaterial amendments, in relation to the route, and rejection of others, and some little discussion, the committee rose, reported progress, and obtained leave to sit again, and the senate adjourned.

HOUSE OF REPRESENTATIVES.

Thursday Afternoon, Jan. 30.

On motion of Mr. Miller of Madison, the senate bill to amend the act providing for the lease of the penitentiary, was taken up, and passed.

On motion of Mr. Nixon, senate bill to establish the 13th judicial circuit was taken up, amended, and passed. The house then went into committee of the whole on the Central railroad bill.

After some time spent in the consideration of the bill, during which the committee was addressed by Messrs. Simonds, Sloan, and Thornton, the committee rose, reported progress, and obtained leave to sit again.

On motion of Mr. Howard, the bill to amend an act to authorize the building of two bridges across Fevre river, was taken up and passed.

Mr. Hatch, on leave, introduced a bill to incorporate the Pike county railroad company. Referred to the committee on Internal Improvements.

Mr. Moore, on leave, introduced a bill to amend the practice act. Referred to the Judiciary committee.

Mr. Miller of Carroll, on leave, introduced a bill to authorize Hozea Hathway to peddle goods, Referred to the committee on Public Accounts and Expenditures.

Adjourned till 10 o'clock to-morrow.

SENATE.

Friday, Jan. 31.

Petitions were presented by Messrs. Hardy, Gridley, Rountree, Osborn, Talcott, and Parker, and referred.

Reports from standing committees:

Mr. Richmond, from the committee on Incorporations, reported back a bill to incorporate the town of Dixon, in Lee county. Referred

Mr. Richmond, from the committee on Incorporations, to whom was referred a bill to incorporate the Alton Fire and Marine Insurance company, reported back the same, with several amendments.—Ordered to be engrossed.

Mr. Will, from the committee on Incorporations, reported back the bill to incorporate Carrollton Lodge No. 50, and recommended its passage. Ordered to be engrossed.

Mr. Rountree, from the select committee to whom was referred a bill in reference to the distribution of the laws and journals, reported back the same, without amendment. Ordered to be engrossed.

Bills introduced, read twice and referred:

Mr. Gillespie—A bill to authorize corporate cities to alter streets and parts of streets.

Mr. Matteson—A bill to authorize the city of Quincy to levy a special tax for certain purposes.

Mr. Gross—A bill declaring Crawfish creek a navigable stream.

Mr. Sweat—A bill to authorize the construction of a bridge across the Illinois river.

Bills passed:

A bill to amend the 30th chapter Rev. Statutes, concerning public executions.

A bill to vacate a state road therein named.

On motion of Mr. Gridley, a house bill to authorize the board of supervisors of Tazewell county to levy a tax to construct a court-house, was taken up, read three times and passed.

A bill to vacate a part of the town of Carlyle.

Mr. Sweat asked a suspension of the rule to take up a house bill for an act to establish a ferry therein named. Passed.

Mr. Cloud, from a standing committee, reported a bill to incorporate the trustees of the Wesleyan Seminary of Peoria. Passed.

Mr. Matteson, on leave, introduced a bill to incorporate the Momense Bridge company. Read three times and passed.

Mr. Matteson, from the committee on Finance, reported back and recommended the passage of the bill for the relief of Meridith J. Blockberger.—Passed.

House bills taken up:

A bill to vacate certain streets in Oregon, Ogle county. Referred.

A bill to provide for the distribution of certain school funds, therein named. Referred.

A bill to vacate the town plat of Mt. Carroll—Passed.

A bill to authorize the county of Monroe to borrow money, and levy a special tax to build a court house. Ordered to a second reading.

A bill to improve the navigation of the Saline river. Ordered to a third reading.

A bill to provide for the dedication of lands to cemetery purposes. Ordered to a third reading.

A bill to encourage the apprehension of horse thieves. Ordered to a second reading.

A bill granting to the inhabitants of the town of Prairie De Roche, the right to lease the lands granted to said inhabitants for common school purposes. Read three times and passed. Adjourned.

HOUSE OF REPRESENTATIVES.

Friday, Jan. 31.

Petitions were presented by the following gentlemen, and referred:

Messrs. Singleton, Ames, Swan, Linley, Miller of Carroll, Phillips, Detrich, Simonds, Moore, Sanborn, Little, Barnett, Adams of Whiteside, Willets, Howard, and Patterson of Warren.

The house then resumed the consideration of the unfinished business of yesterday morning, on the bill to incorporate the Atlantic and Mississippi Railway company.

Messrs. Sloan and Edwards of Madison addressed the house against the passage of the passage of the bill, and Mr. Shaw in its favor.

Adjourned till 2 P. M.

SENATE.

Friday Afternoon, Jan. 31.

The senate went into committee, on the Central railroad bill, which was debated during the whole afternoon, by Messrs. Reddick, Plato, Gillespie, Gridley, Richmond, Stuart, Rountree, Hardy, McMurtry, Kuykendall, and Judd. Several amendments were adopted; when the committee rose, and the senate adjourned.

FRESH COVE OYSTERS, just received and for sale by [Oct. 29.] W. LAVELY.

100 Pairs country knit socks, of extra fine quality at HICKOX & BROTHERS.
Jan. 6.

"For things of use and this of sport,
The gay and curious here resort."

AND among the curiosities lately brought to town, is a superior article of chewing tobacco, none of your coperas tasting, sore-mouth-making tobacco, but the pure unadulterated Jamestown weed—come and try it, at dec. 8. CORNEAU & DILLER'S.

12 BAGS Griffins horse shoe nails.
6 bags 6, 8 and 10 penny wrought nails,
Just received and for sale very low by the bag or otherwise. LOWRY LAMB & CO.
Nov. 6, '50. Journal copy.

100 Boxes Western Reserve Cheese just received by [dec 12] N. BUNN.

BLOCKS & WATCHES REPAIRED—All warranted to perform well, or money returned.
ap 16 G. W. CHATTERTON.

RAIN—A large lot of umbrellas, for sale cheap, at nov. 28. TINSLEY'S.

Letter from Mr. Breese to Mr. Douglas.

Springfield, Jan. 25, 1851.

My Dear Sir:—The exceeding good humor in which your letter to me, as published in the State Register of the 20th inst., seems to have been written, has almost disarmed me, and greatly diminished the desire I might otherwise have had to reply, and yet, making every allowance for that, duty requires me, in the same vein I hope, to make some comments upon it. And here permit me to say that, however little interest the public may take in it, in my opinion, it acquires importance, from the fact, that it contains in its first sentence the only authentic instance on record of your *own* acknowledgment of ever having been "instructed" by any one at any time.

In the outset, I will candidly confess that, upon the subject of the 'Central railroad,' with all its concomitants, I am very sensitive, the more especially, since I thought I had discovered a studious endeavor on your part, and on the part of those with whom you have acted, to conceal from the public my agency in bringing the measure into favor, and in opening the way for successful legislation in regard to it. In none of the speeches and letters you and others who have your confidence, have made and written, has there been the least allusion to the part I have acted in the matter, nor in any of the papers in the state, supposed to be under your influence. Seeing this, and believing there was a concerted effort to appropriate to yourselves, exclusively, honors, to which I knew you were not entitled, I deemed it my duty, for the truth of history, to assert my claim, and in doing so, have been compelled, much against my will, to speak of myself, and of my acts in regard to it. My whole life will show that it is the *first* time I have ever exposed myself to the charge of egotism, and under the influence which actuated me, I may have claimed too much. I did not intend, nor do I wish, to deprive you, and those with whom you are now associated in congress, of one jot or tittle of the praise you deserve; yet you cannot have forgotten, that until you were elected to the senate, and had determined to take up your residence at Chicago, that neither you, nor the members of the house generally from our state in congress, had, prior to that time, taken the least interest in the passage of any law for pre-emption or otherwise, by which the 'Central railroad' might be constructed. It was known from my first entrance into congress, that I would accomplish that measure, in some shape, if possible, and I have the best reasons for knowing, and therefore saying, that if the bill reported by Mr. Woodbridge in 1841, granting a pre-emption to the great 'Central railway company,' incorporated the year before by the legislature, and which I defended and explained in the senate, and which was ordered to be engrossed and read a third time by a vote of 20 to 9, and finally passed that body on the 10th of May, had been taken up in the house, and the least exertion made to pass it, it would have become a law, and the road be now made without one dollar of expense to the state. I did not myself, prefer that the grant should be made to the company, but to the state; but at that day, with those then in power, it was deemed the best that could then be had. At the next session, without any consultation with you, or with any other, not supposing you then to be very favorable to the project, I introduced a bill making the grant to the state, which was reported by Mr. Woodbridge, the chairman of the committee on Public Lands, late in January, 1845, with amendments, and it being the short session, no opportunity occurred to call it up and pass it, nor did it seem necessary, on account of the supposed indifference of the members in the house upon the subject. Having made the pre-emption bill of 1841 an entering wedge, and familiarized the senate, in some degree, to the consideration of the importance of this road, by the discussion to which it gave rise, and having been, in the meantime, elected chairman of the committee on Public Lands, with a majority of my own party friends as my associates, I did, on the 15th of Jan., 1846, ask and obtain leave to bring in a bill to grant to the state of Illinois, certain alternate sections of public lands to aid in the construction of the Northern Cross and Central railroads in said state; which was referred to the committee of which I was chairman. On the 24th of February, '46, I was instructed by the committee to report it with amendments, and submitted a long report, accompanied with explanatory tables. This report urged the importance of the construction of the Northern Cross railroad to Quincy, as well as that of the Central railroad. I found even in this no sympathy with our members in the house, save perhaps, Mr. Hoge and Mr. Baker, and no encouragement to persevere, and no favorable moment to call it up in the senate for its action, as the minds of that body, and of the nation, were much occupied and highly excited by the Mexican war, recognized to exist in May of that year, inducing every patriot to forego local measures for those of a more national character. I was charged, too, at that session, with the 'bill to reduce and graduate the price of the public lands,' which I had introduced on the 15th Dec., '45, and which I could not get leave to report back until the 7th of May, '46. This bill was in conformity to the recommendation of the treasury department, but was amended by a substitute presented by Mr. Calhoun, on consultation with me, and with my approbation, and which finally passed the senate, by yeas 25, nays 19. I was also charged with the bill which I had introduced, 'declaring the assent of congress to the state of Illinois to impose a tax upon all lands hereafter sold by the United States in that state, from and after the time of such sale,' which became a law on the 7th of Jan., '47, after changing it so as to make it applicable to all the new states, and was taking an active part in all the measures deemed necessary to a successful prosecution and termination of the war. I had confounded these bills with the Central railroad bill, and writing 'without the book,' erroneously stated, I had procured the passage of a railroad bill in '46. If your zeal was so fervent then, and your desire to procure a grant of land for this great enterprise, then matured, why did you not, or some one of your colleagues, introduce into your house a bill looking to this object and urge with your acknowledged ability and ardor its passage? If you on that day disliked my mode for a pre-emption, and not the whole scheme, it would not have been at all discourteous for you to introduce a bill into your house, for a grant, and you know me well enough to know that if you had passed it through the house, I would have left no nerve unstrained to produce a like result in the senate; since, without vanity, I may be permitted to say, that no measure favorable to Illinois, was lost in the senate, whilst I was a member. At least I do not recollect one.

About this time, and as I have always thought, by the extensive circulation of my reports, of which I had extra copies in great numbers printed at my own expense, the public saw more clearly the importance of this great work, and demanded more zeal in its favor, than our members in congress had generally exhibited. It was in this year ('46) you were canvassing for the place you now hold, and which, permit me to say, you fill with most distinguished ability, and your travels led you among my friends in the southern part of the state, who were all alive to this great measure.—My report in favor of a grant of alternate sections, had reached them in the spring of that year, and had been read by them, and it was a strong horse for you to ride in the campaign. You might well tell them you were for absolute grants, and not for pre-emptions I had reported in favor of the former, and I am told by them, that you praised my report and pledged yourself to aid me all in your power, to obtain a grant of land, not for a road to Chicago, but for this old 'Central railroad.' You received their votes for the senate, and was elected. You will recollect, that my bills, all of them, established the roads on the routes defined by our internal improvement system of '36 and '37, on which the state had expended such large sums of money; and that fact was a strong argument, as I thought, in my report.

In 1847 you made choice of Chicago as your home, and, as I understood, purchased a large amount of property there. Now, neither of my bills touched Chicago, they confined the roads to the old routes—the Central road, as then understood, from Cairo, by Vandalia, Shelbyville, Decatur, Bloomington, Peru and Dixon, to Galena.

A new light broke in upon you when, in conjunction with Mr. Butterfield, and others interested in Chicago, a great movement was set on foot to disturb my plans, and to change the route of the Central railroad, so as to make it run to Chicago, and thence to Galena. You cannot have forgotten how much surprised I was when you informed me of your intention, after you had taken your seat, in Dec., '47, to bring forward this proposition, how earnestly I urged upon you, while admitting the importance of the change, an adherence to the old plan, and how sanguine I was, if we could get but a pre-emption, the road would be made—that parties were then in Washington, from other new states interested in railroads, who had repeatedly declared to me, that they would rather have a pre emption for ten years on all the land within six miles of the road, than an absolute grant of one half, with the price of the other half raised to two dollars and fifty cents per acre—that by your course, we would disappoint the expectations of all those who had hoped, at some time, to see the 'Central railroad, as then known and called, completed, and that I thought it was extremely hazardous but that if you preferred it, instead of asking for a pre-emption, I would shape my bill, which was then before my committee, having been referred on the 20th Dec., so as to make it an absolute grant, and change my report accordingly—which, by the way, I had not drawn up 'in vacation,' but had prepared in my committee room.—The matter remained in this condition for a month, and during the interval, those memorials which you yourself were instrumental in getting up, and prepared by Mr. Butterfield, as I always understood, came to you, which you presented to the senate, when, on the 21st of Jan., '47, you asked and obtained leave to bring in a bill. So soon as you had done this, you came to me, and at your request, we went together to my committee room; and seeing you determined to effect a change, and that if we were divided in the senate we would get nothing, I consented, to prevent such a result, to forego all my own cherished plans and purposes, so that we might act in harmony by uniting on something, claiming equally the support of both. Influenced, as I then supposed, by this consideration, you sat down at my table, and taking a copy of one of my 'old bills' to grant to the state certain alternate sections, for the Northern Cross and Central railroad, which I had reported in Jan., '48, we, together, altered it, so as to embrace in the 1st section a road from Chicago to the Upper Mississippi, and in the 2d section the road from Cairo to Chicago, 'on the most eligible route;' and in this form, I reported it in three days afterwards to the senate, accompanied by a report, which I had taken great pains to prepare, and which the Hon. J. J. Crittenden said to me, was the only report he had read that session, and that he would make a speech for the bill, which he did do, and which, I always believed, gained it many friends and ensured its passage. For harmony, and to avoid distracted councils, I yielded much to you, at the risk, too, of losing many friends who were deeply interested in the other route.

At this very time, too, you will remember, I showed you a great number of memorials, then before the committee, and to which I alluded in my report, one signed by the then governor of the state, our present governor, and many, if not all the members of the convention then assembled to amend our state constitution, and by other citizens of the state, all praying that the right of pre-emption to these lands might be granted to the Great Central railway company, a corporation which, once the great favorite of the state, you have succeeded in rendering quite odious, now.

I had then, in yielding to you, disregarded the prayer of our worthy governor, the members of the convention, and of the most influential citizens of our state, in different parts of it, merely for harmony, and to have your aid in favor of a project to which, not being mine in all its parts, you had, for the first time, having become interested in Chicago, manifested the least concern, so far as I know or believe. How far and by what agency you may be considered to have been 'whipped into its support,' I will leave for others to say, although I did not intend that expression in my letter to the State Register for you or your colleague; for I will do him the justice to say he has ever been a friend to the Central railroad.

This bill went to the house on the 4th of May, heavily loaded as you may remember, by an amendment, pressed upon us by Mr. Hubbard, of Conn., and other eastern members, with the assurance that it would give the bill strength in the house. There it was referred to the committee on Public Lands, of which Mr. Collamer was chairman, and by that committee referred to a sub-committee, consisting of Mr. Evans of Md., and Mr. McClernand, of this state. While it was reposing in quiet with that committee, I was informed by two of our members, who began to take a great interest in the bill, that all the members of our delegation, save one, had joined in a letter to the committee, requesting them to report the bill without amendment, and at an early day; but so it was, when the bill was reported back late in July, the day of adjournment *sine die* having been fixed (if I do not forget) for the 14th of August, it came to the house with another amendment, making an equal grant of land for a railroad to the Central railroad from Mt. Carmel! In the meantime, between the 4th of May, and the report from the house committee, so long delayed, other bills of a similar character had passed the senate, and were on the calendar of the house, and I think had obtained precedence of our own, and when it was called up for final action, it was laid on the table for the want of four votes. All the circumstances attending this bill have satisfied me that had the committee of the house reported it within a month, even after the time it was referred to them, and without amendment, it would have become a law. I always thought, and still think, it was not considered advisable to pass such a bill, or any bill by which the Central railroad should be made, while I was in congress; for, notwithstanding the affected incredulity you manifest, I have been always regarded, as the truth most unquestionably is, as the originator of this road. Its history is short, and I will give it.

While I was the judge of the 2d judicial circuit, during the October term of '35, at Vandalia, I published the following letter:

Vandalia, October 16th, 1835.

John Y. Sawyer, esq.,

Dear Sir: Having some leisure from the labors of my circuit, I am induced to devote a portion of it in giving to the public a plan, the outline of which was suggested to me by an intelligent friend in Bond county, a few days since, by which the north may get their long wished for canal, and the southern and interior counties, a channel of communication quite as essential to their prosperity. In doing so, I have not stopped to inquire if my motives may not be assailed and myself subjected to unkind remarks, believing, as I do, that the subject is of so much importance as to throw all personal considerations into the shade.

The plan, then, is this: At the junction of the canal with the Illinois river, let a railroad be constructed, to extend to the confluence of the Ohio and Mississippi, following as near as may be the third principal meridian, and let the credit of the state be pledged for the funds necessary to complete both works. This would be doing equal and impartial justice to three of the most prominent portions of our state, and would create a unity of effort, and a concert of action that would overcome every obstacle. The general government would also grant some of the unappropriated land on the contemplated road throughout its whole extent, in aid of the undertaking, and that it can be accomplished with the means we can raise, there can be no manner of doubt. When made, its benefits will be incalculable. It will make the southern and interior counties—cause them to settle—raise the value of their lands, which are, intrinsically, as good as any, and furnish the means of transportation for their products, either to a northern or southern market, of which they are now destitute.

It is a stupendous project, but one so easy of accomplishment, so just, so equal, and so well calculated to revive the drooping energies of the south, and of the interior, that no doubt can be entertained, if an effort is made at the approaching session of the legislature, but that the canal and the road will be under contract in less than six months after the loan is authorised. No sectional objections can operate successfully against the project, nor will the people complain of a loan, the benefits of which are to be so general and so important.—Posterity will have no cause of complaint if we do leave them a debt to pay, when, at the same time, we leave them the most ample means for discharging it. These things have not been regarded in the proper light. No objection should ever be made to incurring such debts, when the fund is left out of which to pay them. As well might the heir object to taking his estate of half a million, because encumbered by a mortgage of two hundred thousand dollars. By an united, zealous effort, at the next session, an artificial artery, through the heart of our state, the fairest and richest in the Union, can be made, which will not be surpassed by the stupendous achievements of a similar kind, in the other and older states.

To avoid jealousies and heart-burnings, let the expenditures on both works commence at the same time, and be prosecuted with equal energy; and when this main artery is finished, it will not be long before smaller ones, branching off to the Wabash and the Upper Mississippi, will be constructed. Then, Illinois will rival any other state of our vast confederacy, not excepting even that which is so proudly, yet so justly styled, "The Empire State."

To ascertain the interests that can be brought to bear in its favor, take a map of the state, and trace upon it the proposed route, and notice the many flourishing and important counties and towns it will pass through, and which it will benefit. Assuming Utica or Ottoway as the point at which the canal will terminate, the mouth of the Ohio bears from it some few miles west. To reach it, the road would pass through La Salle, McLean, Macon, and a part of Shelby, Fayette, a part of Bond, Clinton, Washington, Perry, Jackson, Union, and terminate, as above, in Alexander county. Pursuing nearly a direct line, it would pass through Bloomington, Decatur, and Vandalia, where it would intersect the National road, Carlyle, New Nashville, Pinckneyville, Brownsville, Jonesboro and Unity, all seats of justice of the counties in which they are situated. Along the whole route, and especially the southern portion of it, abundant materials, of the best kind, can be had for the construction of the work.

The distance from one extreme to the other, on a straight line, is only 300 miles, and the necessary deviations from that course, will not make it more than 350 miles. Three-fourths of it, that is to say, from Utica or Ottawa, to Pinckneyville, in Perry county, the surface of the country, so far as you can determine by the eye, is level, or undulating; the remainder is hilly, but by no means mountainous. Taking the estimated cost of the Alton and Springfield road as a data, which is, on an average, a fraction less than $7,000 per mile, the cost of this will not exceed $2,500,000—a sum insignificant, indeed, when we consider the immense benefits to ourselves and to posterity, that must flow from its expenditure, for such an object. Allowing fifteen miles an hour as the maximum speed upon it, a locomotive, with its train of cars, can kindle its fire at Ottawa, in the morning, and on the next, re-kindle it at the junction of the Ohio. From this point, an uninterrupted communication exists at all seasons, with every part of the world, and when the canal and the lakes of the north are locked up by ice, the markets of the south can be reached with certainty and speed, by the railway and Mississippi.

Let then the south, the north and the interior, unite—let the project be submitted at the coming session—let the loan be authorized, and let us all enter upon it with that determined spirit which should characterise all great undertakings, and success is certain. They who shall be instrumental in its commencement and completion, will have erected for themselves a monument more durable than marble, and throughout all future time will receive, as they will deserve, the grateful thanks of a generous people.

I hope some gentlemen may feel sufficient interest in this matter to consider it maturely, and give the result of their deliberations to the public, through the newspapers. It is a great, magnificent, and feasible project.—It can—it will be accomplished.

I am, sir, very respectfully, your ob'dt serv't,
SIDNEY BREESE.

Oct. 31, 1835.

This letter was followed by public meetings in the counties along the line, and was favorably commented on by the press, especially by the Sangamo Journal; then, as now, published here. The friends of this road wished, you perceive, to identify it with the canal, and by an united and vigorous effort, carry both measures. The canal was the only public work then contemplated by our state, and I proposed an union of the north and south on those two measures, the canal and the road.—At the called session of the legislature which followed it in '35—'36, I found Mr. Holbrook at Vandalia, then a stranger to me, endeavoring to procure charters for manufacturing purposes, as I understood. Perceiving—

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to be a man of great intelligence and expanded views, I unfolded my plans to him, and seizing upon the project which had been started in 1818, to build a city at the mouth of the Ohio, which the projectors, Gov. Bond and others had then denominated 'Cairo,' he fell into my views, and being a man of great energy, proposed the formation of a company to construct the road and build the city. In the meantime, the friends of the road in the legislature, among whom was Mr. Murphy, the present member from Perry, and Judge Thomas, of Morgan, now also in the house, attempted, and came near succeeding to attach it to the canal bill, and promising the credit of the state for $500,000 to each.—Defeated in this, by a few votes, its friends then asked for a charter, which the legislature readily granted, and application was at once made to congress for the right of way, and a pre-emption. The memorial was referred to the committee on Public Lands of the house, from which, Mr. Casey, now of our house of representatives, made a very able and favorable report, which was extensively read and circulated. And here let me say, that if the legislature had then attached our road to the canal, and lent to each the credit of the state, then unimpaired, for one half million of dollars, we would never have been involved in the embarrassments of the internal improvement system which was adopted at the next regular session of '36—'37, and of which you was a member, and for which you voted. I do not censure you nor any other man for so voting—you were carrying out the will of the people, so loudly, aye clamorously expressed by them, and are no more responsible for the consequences than the instrument is by which a deed is done. It was the act of the people—a frenzy you may call it, which neither you nor I had the means of resisting. On the establishment of this system, the state applied to the company to surrender its charter, after the company had, at great expense, procured the services of its president, A. M. Jenkins, esq., then speaker of the house, and of Mr. Holbrook, to proceed to Washington to assist in procuring the pre-emption. This the company readily did, on the pledge of the state that the road should be made from Cairo, through Vandalia, Shelbyville, Decatur and Bloomington, to Peru, and thence to Galena. We all know the fate of the system, and after an expenditure of more than one million of dollars on this road, it was abandoned. Immediately upon this, as an act of sheer justice, the state at once incorporated the 'Great Western Railway Company' in '42—3, and from the day I first broached the subject to this day, I have not ceased in my efforts to accomplish the object.

You smile, and make a feeble attempt to ridicule my proposition for a pre-emption, and charge me with being the champion of it, while you were striving for a better plan, of absolute grants, when I preceded you in that as well as in every other effort. It was thought advisable, to commence with asking a pre-emption merely making that an entering wedge to something better. Every such measure must have a commencement. Do you know that the first grant for our canal, was but ninety feet on each side of it?—and I well recollect our senators and member in congress claimed credit at that day, for achieving so much. This little 90 feet, swelled, in a few years, to an absolute grant of many thousand acres, as did my modest application for a pre-emption swell to a grant of millions, after a struggle of more than six years.

After the failure of this bill in the house, I did, as you state, again present my bill for a pre-emption on the old route, so that it should be no interference with the bill then on the table of the house, and which its friends expected to be able to call up again. In case they should not succeed, I was determined the pre-emption bill should pass the senate, and be before them to be treated as they might determine. It did pass the senate without opposition, on the 31st of January, '49, and slept the sleep of death in the house. You make me smile when you speak of my appeals to your courtesy to let my bill pass, and of your resistance, until you had ascertained from Mr. Collamer that it could not possibly pass the house, and that such was my understanding, that it should not.

Here you leave your readers to infer that he was hostile to it, and did not approve the plan, and that I was not sincere in my efforts to make the bill a law. This does me great injustice. I was never more sincere in my life, and never had a greater desire to accomplish an object than I had that; and it does seem to me, as the bill for an absolute grant had failed to become a law, a proper regard for the interests of your state, should have prompted you to aid in passing the pre-emption, for it was something—many very sensible men thought it a great boon.

If it did not suit the purpose, the way was open to change it into an absolute grant, and this was part of my plan. I do not think, my dear sir, you acted with your usual sagacity in making opposition to it, which I have learned by your letter, and for the first time, you did make. Men of shrewdness, and good at calculation, often said to me, they hoped I would get my bill through, as they preferred it to a grant on the terms proposed. An agent of one of the southern roads, often expressed this opinion to me, and I did think I should have achieved some good to my state by it. Even the passage of such a bill was considered doubtful, as the following letter to the Chicago Democrat will show:

The Railroad bill—Amendments to it.

WASHINGTON, Jan. 31, 1849.

"The railroad bill, introduced from the committee on Public Lands by Judge Breese, has just passed the senate, as modified by him. The bill embraces the pre-emption right only. As the bill is not printed as it passed, I will write you more particularly as soon as I can see it. There is such a vast number of similar applications from all the states of the Union where there is public land, that I have doubts of the bill even in its pre-emption form. Unknown and unsuspected by me, the bill of last session was so changed as to move the road from Peru to Galena, with a branch to Chicago from Galena."

The writer of this letter did not know that the bill of the former session left out Peru, Dixon, &c. Mine of 1849 restored them. To show that Mr. Collamer was not opposed to my bill, I refer to a bill which he drew up, and on consultation with me, agreed to introduce into the house, whilst I should present it to the senate. This I did, and it was passed without opposition, on the 13th of February, 1849, and sent to the house. Mr. Collamer's bill in the house was attacked most furiously by Mr. Vinton, of Ohio, and defeated, and the senate, fearing they had been hasty, sent to the house for my bill, and on its return, could not be again reached. Mr. Collamer [illegible]; he had no doubt the principle of that bill would be the policy congress would adopt in regard to the appropriation of the public lands for roads and canals, and I am not sure it would not be the best policy. I much fear raising the price of the reserved lands to two dollars and fifty cents per acre, will occasion clamor, yet I voted for it, and advocated it, though never satisfied with it. The following is the bill referred to:

In the Senate of the United States, February, 1, 1849.

Mr. Breese, from the committee on Public Lands, reported the following bill; which was read, and passed to a second reading:

A BILL to grant the right of way across the public lands and to dispose of said land in aid of the several states in the construction of railroads and canals.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever any state in which public land is situated have, or shall authorize the construction of any railroad or canal, and the route of the same shall have been surveyed and returned to the secretary of the treasury, the right of way on said route, so far as the same is situated on the public land, be and the same is hereby granted for said purpose, and also the right to take stone and timber and materials for said erection on any of the public land adjacent, so long as said land is unsold; and the land, for the space of one hundred feet on each side of the middle of said route, shall be and remain for that purpose, so long as said canal or railroad is sustained.

SEC. 2. *And be it further enacted,* That when the survey of said route shall have been returned to the secretary of the treasury, he shall, at the request of the governor of said state, reserve from public sale all, or so much of the public lands, within ten miles of said route, as said governor, by direction of the legislature of said state, shall request, and the same shall be retained for said state and shall be sold and conveyed to said state, or to whoever said state shall direct, at and for the minimum price per acre, in such quantities and at such times as said state shall desire, in aid of said construction:—*Provided, nevertheless,* That said route shall be so surveyed and returned, and said land so reserved, within three years from the passing of this law; and all of said land not actually so purchased and paid for by said state, within ten years from the passing of this act, shall be subject to sale and private entry, in the same manner as if the same had not been reserved: *And, provided further,* That this shall not extend to any land but such as is subject to private sale at one dollar and twenty-five cents per acre; and nothing in this act contained shall be so construed as to grant to any state such right of pre-emption to any land heretofore set apart or reserved for schools, nor to any public land which may have been reserved by the United States for military or other public purposes, nor to any mineral lands, nor to any to which a right of pre-emption may previously have been acquired by any person or persons.

It is true, you again, on the 18th Dec., 1848, introduced your bill, which I reported back the next day, accompanied by a report and map which I had caused to be prepared. I did pass my pre-emption bill for the Central railroad on the old route, but cannot agree with you that 'it is well it did not become a law.' I never can think so. I have every reason to believe that if, in the first place, the state had not interfered in 1837, to obtain a surrender of the charter of the Illinois Central railroad company, a pre-emption would then have been granted, and the road completed long since; so, in the second place, after the incorporation of the new company in 1843, if my efforts had been properly seconded in the house, to grant a pre-emption, it would be now in use, and the state deriving a handsome revenue from it. I was never more earnest in my life than I was to pass the pre-emption bill, and could have had no understanding with you or any body else, it should not pass the house. Candor compels me to say, however, that I never believed that or any other bill for the Central railroad, which I might favor, could pass the house, with the consent of a majority of our representatives.

In the passage of the present law, I had no share, nor have I claimed any, but you know that I know how it was passed. As great as may be the credit to which you are entitled, and I will not detract from it, you know that it received its most efficient support in the house, from a quarter where neither you nor any of your colleagues, save one, perhaps, had much, if any influence. It was the votes of Massachusetts and New York that passed the bill, and you and I know how they were had. I venture to say, the much abused Mr. Holbrook and Col. Wentworth, contributed most essentially to its success. But your claim shall not, with my consent, be disparaged, nor those of your associates. I will myself weave your chaplet, and place it, with no envious hand, upon your honored brow. At the same time, history shall do me justice. I claim to have first projected this great road, in my letter of October, 1835, and in the judgment of impartial and disinterested men, that claim will be allowed. I have said and written more in favor of it than any other. It has been the highest object of my ambition to accomplish it, and when my last resting place shall be marked by the cold marble, which gratitude or affection may erect, I desire for it no other inscription than this:—that he who sleeps beneath it projected "the Central Railroad."

I have thus, my dear sir, in the few spare moments allowed me from my public duties, and I hope in as good humor as you have manifested, commented on your letter. 'Let there be no strife between us.' We have the land, and I am doing all I can, in my present position, to get the road made, and that speedily, and it will gratify you to know, the prospect is very flattering—so much so, as to relieve you, and all our friends, from any apprehension of being sent to Europe, to spend a year or so in hunting up the "bond-holders" to make it.

With high regard, your ob'dt serv't,
SIDNEY BREESE.

HON. S. A. DOUGLAS, U. S. Senate.

State Register.

SPRINGFIELD, FEBRUARY 6, 1851.

☞ In working off our weekly edition of to-day a part of the machinery of our power press was broken, which could not be repaired to work off the paper in time for the mails. Such mishaps will occur occasionally, therefore our subscribers must overlook our not "coming to time.

Central Railroad.

We have heretofore adverted to the efforts which have been interposed to delay or entirely defeat all action at the present session, on the subject of building the Central Railroad. That the state of Illinois has a vital interest in the immediate construction of this great work, which is to bring within our borders such an immense accession of wealth, population and strength, none can deny.—But a design is manifest to put off the subject with a view of legislating upon it hereafter.

A proposition was introduced in the senate on Saturday, instructing the committee on Internal Improvements to bring in a bill for appointing agents to select the lands and locate the roads with a view to construction at some future time. This move is calculated to delay action until towards the close of the session, and has given rise to the impression, that the plan, sometime since developed, and suddenly abandoned (ostensibly) by its friends, to place this enterprise in the hands of the bondholders and their agents, is entirely abandoned.—Hopes of being able to bring it forward, in a more acceptable shape, at a future session, are obviously entertained. Indeed, it may be plausibly inferred that the hope of deriving patronage and political power is not banished from the calculations of some who have interested themselves in this matter.

We make no question that there are numbers who conscientiously believe that the state could do the work to advantage. Let such recur to the past history of the state, and other states, and they cannot but be convinced that the state is not prepared to accomplish it to the public advantage, or the augmentation of the state revenue. Not one member of the general assembly can be found to deny that *time is a most important and essential element* in this question. So long as these lands remain in their present position, settlement and improvement along the whole reserved line must be wholly suspended. The state might own, in fee simple, ten million of acres of land, and be all the poorer for it, unless she puts those acres in a condition to be settled, improved, and made capable of yielding a revenue. For so long as state lands remain as they now are, they pay no taxes; but when sold to actual settlers, and put in a state of improvement, they yield revenue, produce wealth, increase human happiness, promote population, and advance the glory and consequence of a state. It is population, patriotic citizens, taxable property, and a flowing revenue, that a state needs—not wild and unproductive domain, from which her citizens are excluded.

Illinois needs a great channel of communication to afford facilities of transition, and to develope her mighty natural resources. For this purpose, the railroad contemplated by the grant of congress is the very thing. Such a road would at once render the central portion of the state, which has now so sparse a population, the most populous, and would pour in such a flood of immigration and wealth, as would create cities and towns, and increase by millions, annually, the aggregate of taxable property. The large per cent. which is proposed to be paid into the treasury of the state, perpetually, on the earnings of the road, would be immeasurably exceeded by the increased revenues to be derived from the wealth brought into existence by the construction of the contemplated work.

The company proposing to construct the road, could not make the road profitable to themselves without, at the same time, increasing the revenue to go to the state, and for every dollar of advance which it would realize from the lands granted, *the property of the state and of its citizens along* its line would be increased an hundred fold. The benefits which we may confer upon the company building the road will return to us in blessings to our people on every hand, and in the honor and strength which it will give the commonwealth.

Unless we dispose of this subject now, we have no guarantee that congress will continue to withhold so great a body of land from entry. And if she should, the settlement of a large portion of its domain in our state will be stopped, and the benefits of an early settlement lost. The people expect this work to be speedily commenced. If the press throughout the state is any index of public sentiment, it is earnestly desired by all parts of the state that provision be made at this session for beginning the work. Our people have a watchful eye upon their representatives, and if the present golden moment for entering upon this great and vital enterprise should be lost, it cannot but be universally lamented.

The *Robinson Family* performed last Saturday evening, to a large and respectable audience, and gave great satisfaction. They perform again this evening. The pieces selected are, a play (written by Mrs. Chas. Kean) entitled, *Day after the Wedding.* To conclude with the laughable farce of *Day in Paris;* in which Mrs. Robinson personates five characters. Songs, etc.

The Bondholders Plan.

When, during the administration of Gov. Ford, the bondholders were induced to advance the sum necessary to the completion of the canal, the state was in a condition of hopeless bankruptcy. Bonds were worth but eighteen cents on the dollar, and entire repudiation seemed inevitable. Not a ray of hope, nor a promise of relief could be discerned. The bondholders saw very plainly that they must do *something* or get *nothing*—that they must make a further advance, and 'throw good money after bad,' or lose all their investments in Illinois stocks. The advance was made—the result is matter of history.

Can the thing be repeated with respect to the Central railroad? It cannot. The bondholders feel very comfortable; Illinois stocks are every day improving in the market; and and a steadily increasing tax is reducing the principal and keeping down the accumulation of interest. Their bonds are rising on their hands, and they are sagacious enough to know that others will build the Central railroad, and lift the state into such a condition of wealth, and add so immensely to her resources, as to enable her to pay her debts—thus bringing *their* bonds up to par, without any risk or outlay on their part. Why then should they advance fifteen millions of dollars, and run the risk and bear the chances attendant upon such an enterprise. They will not do it.

Furthermore, the plan of Mr. Wadsworth, will delay the commencement of the work beyond the time fixed in the bills now before the houses, for their completion. And the preliminary arrangements contemplate the expenditure of extravagant sums out of the state treasury, while the execution of the present plan will not cost the state a dollar. But why talk about the '*bondholders' plan.*' There is not a man in either house bold enough to *avow* himself its advocate.

☞ According to a work recently published in London, there were in operation at the commencement of 1849, in different parts of the globe, a total length of 18,656 miles of railway, on which a capital of £360,567,000 had been actually expended.—Besides this, it is estimated that there were, at the same epoch, in progress of construction, a further extent of 7,829 miles, the cost of which, when completed, would be £146,750,000. Thus when these latter lines shall have been brought into operation, the population of Europe and the United States (for it is here only that railways have made any progress) will have completed, within the period of less than a quarter of a century, 26,485 miles of railway, that is to say, a greater length than would completely surround the globe, at a cost of above £500,000,000 sterling. To accomplish this stupendous work, human industry must have appropriated out of its annual savings, £20,000,000, for twenty-five successive years.

☞ In the house, Saturday afternoon, the Atlantic and Mississippi railroad bill was ordered to a third reading—45 to 27.

In the senate, the Central railroad bill was under consideration in committee. The bill was reported to the senate, and its passage recommended.

☞ The Boston Journal says: Messrs. Jarvis & Co., and Mr. H. G. Nicholls, have determined to invest a considerable amount of capital in testing, on a suitable scale, the capabilities of South Africa, as a cotton producing country.

☞ The Belgian senate has passed a bill for putting gold money out of circulation.

NEW COUNTERFEITS.—5's on the Farmers' and Mechanics' Bank, Hartford; 10's on the State Bank, Hartford; 10's on the Iron Bank, Connecticut; 5's on the Farmers' Bank, Bridgeport; 10's on the Windham County Bank, Connecticut; 3's on the Providence Bank, Rhode Island.

2's on the Unadilla B'k, N. Y., altered from genuine ones, are in circulation—beware.

10's on the State Bank Hartford, Ct.—have a female on the right and some mechanics on the left, with a man, plough and horse for a vig.

10's on the Seneca County Bank, N. Y.—a very good imitation of genuine—letter A, Meyer, Cash. and Pronty, Pres. Mercer is the cash. and Skeats is the president.

50's and 100's on the City Bank, New Haven, Ct., are in circulation, struck from genuine plates, but have forged signatures. All 100's and 50's signed W. Johnson, pres't, should be refused, as the bank gives notice that they have but two bills of these denominations yet afloat.

20's, on the State Bank of Ohio.—Excellent imitation of the genuine—persons not well acquainted with the true bill, had better refuse all 20's on this bank.

☞ We have received a copy of a letter from Hon. Thomas L. Harris, our member of congress to Mr. Niles of Woodford county, on the subject of the fugitive slave law. We shall endeavor to publish it in full during the week. It is an able, eloquent and patriotic production, and cannot fail to be read with great attention by all who feel an interest in the subject.

☞ Neither house is in session to-day, the members having taken a railroad excursion to Jacksonville, to visit the various state asylums of that beautiful town, and to receive the hospitalities of its citizens.

☞ A resolution passed the senate yesterday, to adjourn sine die on the 17th. The house refused to concur.

☞ We call attention to the advertisement announcing that the "Madison Papers" are for sale at Birchall and Owen's. This work should be in the possession of every individual who feels an interest in the politics and political history of our country. It is very cheap and the sales are rapid. Such as would like copies should apply at once.

☞ An effort, we understand, is being made by book agents in some parts of our state, to introduce into our common schools a series of works, the orthography of which is not according to NOAH WEBSTER. Now, whatever books may be used in our schools, they certainly should be such as conform both in their orthography and orthoepy to the standard that is at present acknowledged wherever the English language is spoken.

If publishers have on hand school books containing an antiquated orthography, they surely have the right to give them away; but it may be doubted whether it is right to compel the youth of our state to acquire an incorrect orthography and pronunciation, though they can get the books from which they learn the error, for nothing.

☞ "The Western Star," is the name of a new paper started at Milwaukie, Oregon, on the Willamette. It belongs to the democratic school of politics.

PORTABLE STEAM ENGINE.—Horace Greeley thus describes a steam engine which he saw during a recent visit to Watertown, N. Y:

"The best thing I saw in Watertown was the turn out of two thousand people on a wild, stormy night, to hear a dry talk on temperance: the next best was a new "portable steam engine," invented and manufactered by Howard & Bradford, and sold (including boilers and all fixtures,) at these rates: half a horse power, $75; one horse, $100; two horse power, $160; three horse, $225; four horse, $300. The two horse engine I examined, was running a Napier power press briskly, while burning about as much fuel as a common kitchen range. Certainly a ton of sea coal would amply suffice to run it a fortnight, night and day, or a month ten hours per day. The time must be at hand, when every thrifty farmer, with nearly every mechanic, will have such an engine of his own, and chopping straw, turning grindstone, churning, chopping, threshing, &c., will have ceased to become a mechanical operation. Printing, (press work) by hand, must rapidly disappear before the approach of this engine, which will be running on wheels, and driving a cythe before it, or drawing a plow behind it, within five years. We have hardly begun to use steam yet."

MR. RANTOUL'S LETTER.—We give in another column, a very interesting letter from Mr. Rantoul, to Mr. Linder, of the house of representatives, on the subject of the Central railroad, which is now absorbing the attention of the general assembly, and our people at large. The statistical information given in this letter will be found very serviceable in adjusting a law for the completion of the great work. We trust that this session will not be permitted to pass without such legislation as will ensure the immediate commencement, and speedy completion of the road. The people expect this, and we have no doubt their representatives will gratify their wishes.

CENSUS RETURNS.—Full returns have been received from all the counties but fourteen. The aggregate amount of population from the counties from which returns have been recived, is 691,358. The remaining fourteen counties cannot increase the above amount to much over 800,000.

☞ Counterfeit gold dollars are in circulation in Philadelphia, well calculated to deceive the unwary. They neither look or feel like the genuine, and the letters and devices want the sharp, well defined character of the true coin. They are made of powder, or some other base metal, plated over with gold.

☞ Potomac, the Washington correspondent of the Baltimore Patriot, says that Col. G. T. M. Davie, chief clerk in the war department, has sent in his resignation, to take effect from the first of March next.

Irregularity of the Mails.

I perceive that my letter of the 16th reached you and was published before those of the 13th and 14th. There is a universal complaint here of the irregularity of the mail. Our Chicago letters and papers come all of a heap. Occasionally they are a full week getting here. When I came down I made the journey in an extra, lying by of nights, nevertheless I reached here two days in advance of the papers which were printed before I left the city, which started at the same time I did. There would be some apology for such shameless delay had the roads been in bad condition. On the contrary, however, they were smooth and solid and equal to the best McAdamised roads of the country. This is a fair sample of the manner in which the mails are carried in the interior of the state. Mr. Hal[l], I am afraid, pays more regard to the details of his office at Washington, than to the efficiency of the service throughout the country.

We can endorse the above, written from this city by the correspondent of the Chicago Tribune.—We have, however, become so accustomed to mail failures, and loss and disappointments resulting therefrom, that we have almost ceased to speak of our sufferings. We shall expect no remedy until the administration is changed.

FATAL OCCURRENCE.—We learn that Mr. Lovejoy, who was employed by Frink, Walker & Co., as a stage driver between this place and Muscatine, was killed by the upsetting of the coach, on Monday last, the 20th inst. We understand that Mr. Lovejoy lived about an hour after receiving the injury, but was unable to speak. We believe he was a native of New York.

Iowa City Republican, 23d.

WATER GAS.—A Paris correspondent of the Albany Argus, writes under date of December 31st, that he was present on the evening previous, at an exhibition of the water gas.

An agent of the company was to leave Paris the next day for the United States, to offer the patent right to our gas companies. The gas is made by passing steam through an iron pipe lying in a bed of burning charcoal. It would not cost more than half as much as the gas now in general use; can be used for heating and cooking, as well as lighting; has no unpleasant odor; is not liable to explode, and the light does not flicker; this last circumstance is owing to the manner in which the gas is used for light—it being applied to a fine platina net work, placed on the end of the tube, which is thus brilliantly illuminated, and gives out all the light, no blaze being visible.

MANUFACTURING ENTERPRISE.—The Providence Journal says, that a steam mill of the largest class is about to be erected in that city, which will be in full operation by autumn, for the manufacture of mouslin de laines, a new business in that section of the country. The company engaged in that enterprise, are too well known firms of Providence, and one each in New York, Boston, Philadelphia and Baltimore, all merchants of the first class. At the approaching session of the general assembly of Rhode Island, a charter will be asked for, to incorporate this company, with a capital of half a million of dollars; and the business expected to be transacted by it, is estimated to produce nearly a million's worth of merchandise per annum.

SPRINGFIELD, Jan'y 31, 1851.

MY DEAR SIR:—I understand and respect the delicacy of feeling which renders you averse to express an opinion relative to any question before the the General Assembly of Illinois; but it seems to me that there can be no impropriety in desiring a statement of your opinion upon a question of general interest to the public, when that opinion is calculated to aid the judgment of such as are not already committed upon the subject, in arriving at a just conclusion.

The subjoined declaration is contained in a letter received from Hon. T. R. Young, member of Congress, and fully concurred in by the Hon. S. A. Douglass, of the Senate, with the voluntary permission to make it public:

"*My own opinion is, that good faith on the part of the legislature, requires them to charter all the cross railroads contemplated, as, most probably, the Central railroad grant of land would not have been obtained, unless we had given the opinion that the state would change her policy in relation to the cross roads.*"

Will you do me the favor to state how far this opinion accords with your own judgment and knowledge of facts, and permit me to make your sentiments known.

With sincere respect, your friend.
WILLIAM S. WAIT.

HON. W. H. BISSELL.

SPRINGFIELD, January 31, 1851.

MY DEAR SIR:—I have no hesitation in saying, in reply to your note of this date, that the opinion expressed by the Hon. T. R. Young, that the grant of land for the Central railroad would probably not have been obtained but for assurances that our state would change its policy in regard to the cross roads, is, in my belief, strictly correct. I feel quite sure that some votes were obtained in that way; and, as the result showed, we had very few to spare on the final trial.

Though I do not understand you as desiring any thing farther from me than a simple answer, as above, to your inquiry concerning a *matter of fact* stated by Mr. Young, yet I will take occasion to add, that my position, and the fact known to yourself, that my constituency are themselves divided on the question to which your note relates, have deterred me, as they must continue to do, from any participation in the contest concerning the proposed cross roads. A different line of conduct would subject me to the just imputation of improper interference—more especially so at a time when the subject is before the legislature for appropriate disposition.

Very sincerely your friend,
W. H. BISSELL.

HON. WM. S. WAIT.

AN EASY RULE FOR FARMERS.—A correspondent of the National Intelligencer thus corrects a paragraph which is going the rounds of the press, giving the mode of computing the English quotations for a quarter of wheat into American measurement and currency:

"The quarter of wheat is one fourth of a ton, (2,240 pounds,) or 560 pounds. The standard bushel of wheat is not the 'Winchester' bushel, but one eighth of 560 or 70 pounds; therefore, dividing 560 by 60, and the result, or 9 1-3 bushels, will be the equivalent, according to our standard, for the English quarter of wheat. But, to make this available to the farmer, let him divide the price per quarter in sterling shillings by nine; (instead of eight,) and multiply the quotient by twenty-four, for the price per bushel (American) in cents. This, at 54 shillings per quarter, 54 divided by 9 being 6, which multiplied by 24, gives $1 44 per bushel.

THE COLLAPSE ON THE BRILLIANT.—It is very strange that even with new boats of boasted perfectibility of construction, accidents, by bursting or collapsing of machinery, murderouly fatal, daily occur. It is but the other day the steamer Brilliant arrived at our levee, new from keel to chimney tops; fitted out, it was said, with everything essential to safety, speed and comfort; to-day it is our painful duty to record a collapse of her flue, by which five persons have been hurried to eternity. Of course no one is to blame, neither the machinist who made it, nor the engineer under whose charge it was at the time of the explosion. Is there no way of testing machinery before it is put on boats.—*N. O. Delta.*

Elder Knapp, who has been holding a series of religious meetings in the Baptist church of this city, left yesterday morning for home. Some seventy individuals, we understand, have been united to the church.—*Journal, of yesterday.*

REMARKS OF MR. KUYKENDALL, OF JOHNSON,

IN THE SENATE, Jan. 12, '51.

On the substitute offered by Mr. Gillespie, of Madison, for the resolutions offered by Mr. Richmond, of Schuyler:

Mr. Kuykendall remarked, that the gentleman from Kane, (Mr. Plato,) had inquired what reason presented itself at this time, for the passage of the resolutions offered by the gentleman of Schuyler. Mr. K. was of opinion, that there were many reasons strongly and powerfully calling upon us to pass those resolutions. The resolutions of the gentleman from Schuyler, rescinded the Wilmot proviso instructions, passed by this general assembly two years ago. Those Wilmot proviso resolutions never expressed the true sentiments of the people of this state. They were passed by a combination of circumstances, a strange alliance of parties, and in utter contempt of public opinion. Those resolutions placed our senators in congress in a false position, and, in fact, committed the state of Illinois in favor of certain measures, which her people never have, nor never can approve. Illinois is too strongly attached to the great principles of this government, to ever give countenance or support, either to the miserable factionists of the north, or the vile ultraists in the south.

Mr. K. insisted that our senators in congress, in supporting the great compromise measures, had acted in accordance with the will of the people of this state. He wished to see the embarrassments with which they were surrounded by those Wilmot proviso instructions, removed; he wished to see their high and patriotic course endorsed by the people; and above all, he wished to see public opinion disabused, by rescinding those miserable and fanatical resolutions.

Mr. K. contended that nothing short of rescinding those resolutions would give satisfaction to the people of our state; they expect it at our hands.—The series of compromise measures passed by congress, meets with a hearty approval in our state, and although in some quarters, the fugitive slave law has been denounced, yet this denunciation is confined to a few fanatics, who by no means embody public sentiment.

Mr. K. said he was one of those who thought the fugitive slave law, wise and salutary, an act of justice to the south and imperatively demanded by the constitution. In the formation of the Union, it was clearly understood that the slave states were to regulate their own domestic institutions, and that fugitive slaves were to be delivered up to their owners, though they did escape into free states. This understanding was the result of a compromise between the free and the slave states, at the time our national constitution was adopted. If such had not been the understanding, the slave states would never have come into the Union. To refuse to carry out this understanding, would be an act of bad faith upon the part of free states, and constitute a just cause of complaint on the part of the slave states.

Mr. K. thought if senators wished to place Illinois in her true position, they should support the resolutions of the gentleman from Schuyler. The sentiments embraced in the resolutions of the gentleman from Madison, were good enough, but they did not rescind those odious free-soil, Wilmot proviso resolutions passed two years ago, therefore he could not support the substitute. He regarded the resolutions of the gentleman from Schuyler as orthodox, embodying as they did, the sentiment of the people of this state, and destined, if passed by this legislature, to free our senators in congress from the embarrassment which has surrounded them, and place Illinois where she belongs, a friend to the Union, a supporter of the constitution.

California Prices.

SAN FRANCISCO, Dec. 14, 1850.

Since the sailing of the steamer of the 1st inst., nothing of special interest has occurred here.—Trade has been languid, with constant forced sales at auction, daily, at ruinous rates to both owners and shippers; many articles not bringing even first cost at home.

Commission merchants and jobbers are doing almost nothing, there being a perfect stagnation in all departments of business. The papers will furnish their usual market reports; but, with a few exceptions, quoted prices are to be considered as only nominal—as there is not the slightest disposition manifested to buy goods on speculation, and the demand from up river and the mines has almost entirely ceased for the moment.

The arrivals of flour from Chili are heavy; the market is depressed, with a constant tendency to a farther decline. The article can now be purchased at the rate of eighteen dollars for two hundred pound sacks. There continue to be heavy arrivals of oats and barley from the states—the former having been sold largely at 3c to 4c per lb, and barley 4½ to 5½c per lb.

Indian corn is in demand at 4½ to 4¾c per lb.

The article of shot is very scarce in the market, and for certain kinds and descriptions suitable for "duck shooting," i. e., "B. B." and the like, sales have been made by the quantity at a range of from $12 50 to $16, and the last sale reported was at $25 per bag of 28 lbs. while at retail $2 per lb. is very rapidly paid by sportsmen. Large sized buck shot abundant at low rates.

The article of ploughs is very scarce, and in request. A week since, quite a number were sold at auction at $70 each; at private sale $80 to $100, not an unusual price; but yesterday I noted a sale at $31 each, of which a similar article sold a week since at $77. A large manufactory of ploughs has been commenced here, which, it is hoped, will be able to furnish the requisite supply for the season now at hand.

Dried fruits are very abundant, and a drug in the market at 10 cents for a choice article of apples, and 16 cents for peaches. In order to command even these rates, the quality must be bright and handsome. Dried peaches (with the skins on) as cured in Ohio and the far West, are entirely unsaleable in this market, which is flooded with them—enough to last us "through."

Prime Goshen butter is very scarce, and would readily command 50 cents per pound, while ordinary is abundant and a drug at 25 cents. Lard of good quality can be purchased at 8 to 10 cents per pound.

A choice article of smoked hams can be purchased at 17 to 29 cents per pound, and prime cheese in lins at 20 to 25 cents, according to quality.

Mess pork has declined, and is dull of sale at $18 to $20 per barrel. Lumber is more depressed than ever, and is now a perfect drug.

Of merchandise generally there is a superabundance in the market, with but a very few exceptions—such as tea and coffee. Sugars are low; best crushed Stuart's 18c per pound.

Fine clothing for gentlemen's wear, is as cheap or cheaper here than in New York city. A good suit of black cloth, complete, can be had at retail for $25.

Boots of all kinds are plenty and cheap, and many of our largest dealers are advertising for boot makers, intending to carry on the manufactory of boots on a large scale, even in this far-off-land.

Wild game is superabundant, ducks and geese selling at 75 cents to $1 each, and other small game at a much higher rate—while domestic fowls and the like are scarce, and not to be had at any price. A pair of poor chickens would readily sell at $5 to $6—while turkeys are quite out of the question, even at the exorbitant price of 'one ounce' each.

Fresh beef 12½ cents for fore quarter, 15 cents for hind quarter, and 18¾ cts. per pound for choice bits; mutton is saleable at 50 and 75 cents per lb.

Our markets are liberally supplied with the finest vegetables I ever saw, which has diminished greatly the inducements heretofore held out to the enterprising sailor and huxter, who sought the Pacific Islands o'er for potatoes and the like. Price of potatoes here, is now 5 to 8 cents per pound.

Cor. Jour. Com.

TITLES IN SAN FRANCISCO.—The public mind was excited to no inconsiderable degree on the 13th upon the announcement of the opinion of one of the associate Judges of the Supreme court, in the case of *Lund et al. vs. Hepburn et al.* and *Woodworth vs. Fulton et al.* It was announced that one member of the court was of the opinion that "*all grants by Alcaldes and the Ayuntamientos of San Francisco are insufficient to give even a colorable claim of title.*" In consequence of the precedent which such a decision would establish, involving the validity of title of almost every property-holder in San Francisco, the court ordered the cases to be re-argued and invited all the members of the bar, having causes depending upon the same or similar principles, to participate in the argument. This is truly a most important question, and one involving the most enormous interests.

Alta California.

Mr. Randall's Substitute.

The following is a synopsis of the most material amendments offered on Monday, in the committee of the whole house, by Mr. Randall of Kendall county, which he offered in the form of a substitute for the whole bill reported by the Internal Improvement committee:

SECTION 1. Is like the house bill, except that it limits the power of the company from holding any other real or personal property, excepting such as is necessary for the construction and operating of the road.

3. Amends, by limiting and restricting the words of cession, leaving out all reference to the old road, and confines the objects of the company to the road. It also provides the manner of acquiring the right of way, according to the provisions of the general railroad law.

4, 5, 6 and 7. Are like sections 22, 23, 24 and 25, of the house bill.

8. Amends section 26 by reserving the right to enforce police and sanatory regulations, and prohibits locations in any city without the consent of the common council.

9. Is like section 10 of the senate bill.

10. Reserves to the legislature the right to regulate the running of cars, so far as the same may be necessary to protect persons and property.

11. Is like section 13 of the senate bill.

12. Restricts the right of way—cedes the lands and right of way to the company—requires a deposit of five hundred thousand dollars in securities, before the governor executes the deed of cession—requires a deed of trust back to the state, as further security, to cover all the lands, all the right of way and all the road, to secure to the state the entire completion of the road according to the act of congress—provides the company may sell one-fourth of the lands, whenever fifty miles of the road have been completed—makes the security to the state a prior lien on all the lands, which may be released by the governor, or one-fourth of the lands on the completion of fifty miles of the road, and preserves to the state the securities before deposited.

13. Gives the right to borrow money on the faith of the lands, subject to the lien of the state.

14. Gives the governor power to institute proceedings to secure the rights of the state in any court having competent jurisdiction.

15. Requires the lands to be sold in one year after the road is completed; or in case they are not sold, authorizes the circuit court to appoint appraisers, and gives purchasers the right to take them at the appraisal—saving the right to the company to offer them, at their election, within sixty days after appraisal, to the highest bidder, at public auction.

16. Prohibits the company from laying out any town along the line of the road.

17. Gives —— per cent. of gross proceeds, and authorizes examination of books, under forfeiture of charter.

18. Is like sec. 31, of house bill—the lands to be selected by the company, at their own expense.

21. Is like sec. 38, of house bill.

22. Is like sec. 39, of house bill.

23. Is like sec. 40, of house bill—requires charter to be accepted in five days.

24. Provides for construction of said road, and leaves blanks for location, to be filled by the house.

25. Gives preemptions, at $2 50 per acre, to settlers who were on any of the lands at the passage of the act of congress—preemption on the amount actually claimed at the time of settlement not exceeding 160 acres—to pay in two equal annual instalments, commencing one year from the selection of the lands by the company.

26. Limits the charter to seventy years, and gives the road to the state after that time.

For the State Register.

Let the Legislature Look to It.

This state owns more than a quarter of a million of stock in the Shawneetown Bank, for which she paid her cash. Individual stockholders, in many instances, have not paid their stock notes, and, as the law now stands, these notes may be paid in the depreciated trash of the defunct institution. What, I ask, will the state ever receive, under this law, or her three or four hundred thousand dollars of stock in said bank? Again: this institution was put in liquidation six years ago, and all the cream of the assets and bills receivable of said bank has been collected. Where is the part belonging to the state? Echo answers "where!!" Let the legislature look to it.

LOBBY.

The Central Railroad.

Letter from Mr. Rantoul to Mr. Linder.

SPRINGFIELD, ILL., Feb. 1, 1851.

SIR: In answer to the inquiry contained in your note of yesterday, concerning the probable cost of the Illinois Central railroad, I have the honor to submit the following data, from which, perhaps, a correct opinion may be formed upon that question.

[illegible]

ROBERT RANTOUL, Jr.

HON. U. F. LINDER, of the house.

[illegible]

WESTERN RESERVE CHEESE—A prime article, for sale by [illegible] W. LAVELY.

ILLINOIS LEGISLATURE.

HOUSE OF REPRESENTATIVES.

FRIDAY AFTERNOON, Jan. 31

On motion of Mr. Gage, the senate bill for the release of the securities of Henry W. Dorsel, was taken up and referred to the committee on Claims.

Mr. Sloan, on leave, introduced a bill to change the time of holding courts in the 3d judicial circuit. Passed.

On motion of Mr. Caldwell, the senate bill to amend an act to prevent loss to the state by the McAlister and Stebbins' bonds was taken up, and referred to the Finance committee.

On motion of Mr. Singleton, the house resolved itself into committee of the whole on the bill to incorporate the Central Railroad Company.

After sometime spent in the consideration of this bill, during which the committee was addressed by Mr. Thornton, the committee rose, and reported itself without a quorum.

The speaker ordered a call of the house; but before a call was had, the house adjourned till tomorrow morning 10 o'clock.

SENATE.

SATURDAY, Feb. 1.

Reports from the standing committees:

Mr. Judd, from the judiciary committee, reported back and recommended the passage of the bill in relation to evidence. Passed.

Mr. Gridley, from the committee on the Judiciary, reported back the bill requiring additional services of circuit and supreme judges. Engrossed.

Mr. Morrison, from the committee on the Judiciary, reported back the bill to amend the 24th chapter of the Revised Statutes, and recommended its passage. Passed.

Mr. Morrison reported the proceedings of the committee to examine the St. Louis dyke from Bloody Island, and recommended its favorable consideration. Laid over.

Mr. Plato, from the committee on Finance, reported back the bill for the relief of T. M. White, with several amendments. Engrossed. Also from the same committee, a bill to pay a prosecuting attorney therein named. Passed.

Adjourned till 2 P. M.

AFTERNOON.

The senate resolved itself into a committee on the Central railroad bill, and occupied the whole afternoon in its consideration. Several unimportant amendments were adopted, and the committee arose, and recommended the passage of the bill.

Adjourned.

HOUSE OF REPRESENTATIVES.

SATURDAY, Feb. 1.

Mr. Hise, from the committee on Canal and Canal Lands, reported back the senate bill to amend the charter of the Rock Island and La Salle railroad, and recommended its passage.

Mr. Knapp moved to refer the bill to committee of the whole, and make it the order of the day for Wednesday next.

On motion of Mr. Norton, the motion of Mr. Knapp was laid upon the table.

Mr. Davis moved to amend the charter, by giving the legislature power to alter or repeal, when interest of canal may be prejudiced.

The amendment was advocated by Mr. Davis, and opposed by Messrs. Norton, Edwards of Sangamon, Hise and Randall.

On motion of Mr. Linley, the previous question was ordered.

The question being taken, the amendment was lost.

The bill then passed—yeas 65, nays 3.

Mr. Swan, from the committee on Counties, reported back a bill to relocate the county seat of Mason county, and recommended its passage.

Mr. Caldwell moved to strike out Cuba and insert Havana. Agreed to.

Adjourned till 2 o'clock.

HOUSE OF REPRESENTATIVES.

SATURDAY AFTERNOON, Feb. 1.

Mr. Randall offered a resolution, that the standing hour of adjournment shall be 9 o'clock in the morning, 2 o'clock, and 7 oclock, p. m. Adopted.

The bill to incorporate the Atlantic and Mississippi railway company was taken up, and ordered to a third reading—yeas 45, nays 27.

The following bills were taken up and passed:

Bill to incorporate the Wisconsin and Illinois railroad company.

Bill to incorporate the Embarrass navigation company.

Bill to incorporate Minor Lodge, No. 1, of the old Free Order of Chaldea, of Chicago.

Bill to exempt homesteads from forced sales.

Mr. Sibley moved to amend by striking out all after the enacting clause, and inserting the senate bill.

Mr. Moore submitted another proposition to amend, exempting horses, wagons, cows, lawyers' and physicians' libraries, &c., &c.

Mr. Moore and Bristow addressed the house in opposition to the bill, and Messrs. Singleton, Hodges, and Emerson, in favor of its passage.—Mr. Sibley addressed the house in favor of the senate bill, which he had offered as a substitute for the house bill.

Mr. Edwards of Madison, on leave, introduced a bill to amend and incorporate colleges therein named. Passed.

Mr. Norton, on leave, reported back from the judiciary committee, a bill to allow the county court of Iroquois county to levy and collect a special tax. Passed.

On motion of Mr. Davis, a bill in relation to foreign guardians was taken up, and passed.

Mr. Patterson of St. Clair, on leave, introduced a bill to amend chapter 23, Revised Statutes, entitled 'Roads.' Referred to the committee on State Roads. Adjourned till 9 o'clock Monday morning.

SENATE.

MONDAY, Feb. 3.

Petitions were presented by Messrs. Richmond, Rountree, Reddick, Davis, Plato, Talcott, Witt, and Judd.

Mr. Stuart reported the action of the committee of the whole on the Central railroad bill, on Saturday. Laid over until Wednesday.

Reports of committees:

Mr. Hardy, from the committee on Military Affairs, reported a bill for the building of a state arsenal. Ordered to a second reading.

Mr. Richmond, from the committee on Incorporations, reported a bill for an act to improve parts of Illinois river. Passed.

Mr. Judd, from the committee on the Judiciary, reported a bill to prohibit the sale of the public square in the city of Chicago. Passed.

Bills introduced, and referred:

Mr. Odam—A bill for the relief of the late collector of Saline county.

Mr. Gillespie—A bill for an act to incorporate a seminary at Alton. Also, a bill for an act in relation to the penitentiary.

Mr. Plato—A bill to fix the time of holding courts in the 9th and 11th judicial circuits.

Mr. Denny—A bill for an act to incorporate the Moline manufacturing company.

Mr. Judd—A bill to amend the act in relation to wharfingers in Chicago.

Mr. Judd—A bill to drain wet lands about Chicago. Passed.

Mr. Witt—A bill for an act to change the name of Marshall Myrick to that of Marshall M. Cooper. Passed.

House bill to authorize T. G. C. Davis and others to establish a ferry across the Ohio river in Massac county. Passed.

Mr. Judd moved to take up a bill in relation to the Rock Island and La Salle railroad, the question being on the concurring in the amendments of the house, the bill was taken up and the amendments concurred in.

House bill to permanently establish a ferry across the Illinois river. Passed.

Bills introduced, and referred:

Mr. Judd—A bill in relation to taking evidence in other states, and the acknowledgment of deeds, conveyances, &c., &c.

Mr. Morrison—A bill to authorize the sheriff of St. Clair county to receive redemption money on forfeited lands heretofore sold to the state for taxes.

Mr. Sweat—A bill to erect a monument to the memory of ex Governor Ford, deceased.

Mr. Morrison—A bill to change the time of holding courts in the 2d judicial circuit.

Mr. Osborn—A bill to amend an act to incorporate the Chester Insurance company.

Mr. Talcott—A bill to incorporate the Winnebago County Agricultural Society in the county of Winnebago.

Mr. Gillespie—A bill to amend the charter of the city of Alton.

Mr. Judd—A bill to incorporate the Fireman's Benevolent Association of Chicago.

Mr. Wallace—A bill to fix the points of terminus, and to provide for the construction of the St. Charles railroad.

Mr. Denny—A bill to vacate the town plat of the town of Allenton.

Mr. Plato—A bill in relation to evidence in chancery cases.

Mr. Reddick—A bill to prevent swine and sheep from running at large in the county of Putnam.

Mr. Morrison—A bill to legalize the assessment of taxes in St. Clair county. Passed.

Mr. Denny, from the committee on Incorporations, reported a bill to establish a ferry across the Illinois. Passed.

Mr. Reddick introduced a bill to establish a private cemetery for the heirs of ——— Ames.—Passed.

Mr. Wallace introduced a bill to change the name of the town of Harrison. Passed.

Mr. Hardy, on leave, offered a joint resolution, that the legislature adjourn on Monday morning, the 17th inst., at 7 o'clock, *sine die*, and that no new business be received after the 10th inst.—Adopted.

Mr. Sweat moved to adjourn until Wednesday morning, 10 o'clock. Carried.

HOUSE OF REPRESENTATIVES.

MONDAY, Feb. 3.

Several petitions were presented and referred.

A motion was made to take up the bill to extend the charter of the Alton and Springfield railroad. Lost.

Mr. Howard, from the committee on Banks and Corporations, reported back a bill to establish the Galena Insurance company. Ordered to be engrossed.

Mr. Ames, from the Finance committee, reported back the senate bill to amend an act entitled an act to prevent loss to the state by the McAlister & Stebbins bonds. Passed.

Mr. Dyer, from the committee on Banks and Corporations, reported back with a substitute, a bill to incorporate the Saline Coal company. Ordered to be engrossed.

Mr. Sams, from the committee on State Roads, reported back the bill to establish a state road from Brooklyn to Frankfort. Passed.

Mr. Simonds, from the committee on Banks and Corporations, reported back a bill to legalize the election of trustees of the Jonesboro' Methodist Episcopal Church, &c. Passed.

Mr. Quick, from the committee on Education, reported a bill to attach certain townships in Carroll county for school purposes. Passed.

Mr. Quick, from same committee, reported a bill to incorporate the Fayette county seminary.—Ordered to be engrossed. Also, a bill to establish a ferry across the Kaskaskia river. Passed.

On motion of Mr. Linder, the senate bill to prevent the sale of the public square of Chicago, was taken up and passed.

Mr. Murphy offered a resolution, instructing our senators in congress, and requesting our representatives to secure the passage of a law for the protection of the rights of settlers upon the public lands within fifteen miles of the Central railroad.

On motion of Mr. Murphy, the resolution introduced by him some time since, instructing our delegation in congress, to procure the passage of a law giving bounties to widows and orphans of deceased soldiers, were taken up, and amendments of the senate therein concurred in.

Mr. Edwards of Sangamon, from the Finance committee, reported a bill requiring the sheriff of Sangamon county to pay over fines to the treasurer of the city of Springfield. Passed.

Mr. Randall, from the committee on Banks and Corporations, reported a bill to incorporate the Oswego and Aurora railroad company.

Mr. Hall moved to amend by inserting. "Provided, said Aurora branch railroad company shall give their consent."

Mr. Randall, moved to amend the amendment, by inserting immediately before, by inserting "and may connect with said Aurora branch road."

Amendment and amendment to the amendment concurred in.

The bill was then read a third time, and passed.

Mr. Shaw, from the committee on Internal Navigation, reported a bill to amend the act entitled an act to incorporate the Spoon river improvement company. Passed.

Mr. Singleton, from the committee on Banks and Corporations, reported a bill to authorize James A. Chaday to establish a ferry across the Illinois river. Ordered to be engrossed.

Mr. Murphy, from the committee on Internal Improvements, reported a bill to enable the Ohio and Mississippi railroad company, to construct said road through the state of Illinois. Ordered to be engrossed.

Mr. Howard, from the Judiciary committee, reported back a bill to amend the act supplemental to an act to provide for a general system of railroads. Passed.

Mr. Hodges, from the Judiciary committee, reported back the bill to amend the chapter of Revised Statutes, entitled "Ejectments." Ordered to a third reading.

Mr. Hodges, from the same committee, reported back a bill for the relief of Thomas Corr. Passed.

Mr. Hodges, from the same committee, reported back a bill to amend the chapter of the Revised Statutes, entitled "Chattle Mortgages," with amendments, which were read and concurred in, and the bill ordered to be engrossed.

Mr. Hodges, from the same committee, reported a bill in relation to depositions in criminal cases.—Ordered to be engrossed.

Mr. Snyder, from the committee on counties, reported back petitions for re-location of county seat of Logan county, and asked to be discharged from the further consideration thereof. Agreed to.

Mr. Snyder, from the same committee, reported a bill for the formation of the county of Oregon.

Mr. Burke addressed the house against the bill, and Mr. Bristow in its favor. Adjourned till 2 p. m.

HOUSE OF REPRESENTATIVES.

MONDAY AFTERNOON, Feb. 3.

On motion of Mr. Randall, the house resolved itself into committee of the whole on the bill to incorporate the Central railroad company, Mr. Martin in the chair.

After some time spent in committee of the whole, during which the committee was addressed by Messrs. Randall, Linder, Hise, Singleton, Caldwell, Breese, Casey and Shaw, the committee rose reported progress, and obtained leave to sit again.

Mr. Hall offered a resolution, that both house adjourn *sine die* on Monday, the 17th. Lost.

On motion of Mr. Linder, the senate bill for the relief of Wm. C. Kinney, was taken up and referred to the Finance committee.

On motion of Mr. Howard, the senate bill to vacate and re-survey part of the town of Freeport was taken up, and not receiving a constitutional majority, was lost.

Mr. Singleton moved a reconsideration of the vote just taken. Agreed to.

Adjourned till Wednesday, 9 o'clock.

☞The celebrated "Nightingale" Minstrels will give another of their unrivalled entertainments to-night. They are described as very gifted and accomplished musicians.

Bank or no Bank.

"If we must have a circulation of bank paper, let us have banks of our own; let us have the profits of banking, instead of giving those profits to other states."

Such is the language of the advocates for banks. Let us examine this argument:

What need have we of a paper circulation?—How are we benefited by such a currency? Why is not a circulation of gold far preferable? Among the masses, how many persons are there who do not prefer gold to paper? These questions can be readily answered by the most illiterate mind, and by universal experience. If gold is less easy of transportation in large sums, than paper, let the few who wish to send off a large amount, buy bills of exchange, as they do now. We do not send eastern bank bills to New York or Boston; we buy drafts or bills of exchange, and send them. For this purpose then, we have no use for bank bills, and if we had, the thousands who do not wish to send away large sums, should not be discommoded for the benefit of the tens who do wish to be accommodated in that way.

The people of Illinois have lost not less than five millions of dollars by the failure of banks within her borders, while the officers and stockholders of those same banks, have made about this sum. But we are to have safe banks now. This has always been the cry with bank men, but the safe banks are precisely what we cannot get. In an old settled and wealthy country, where there is an abundance of capital, if the directors of a bank were perfectly honest, it might be possible to have a safe banking institution, but in a new country where there is no surplus capital, such an institution cannot be safe. Who does not expect to see the Ohio, Indiana and Michigan banks, and George Smith's shin-plaster deposit humbug, go by the board sooner or later?

But we are pointed to New York for an example. When we get as much capital as New York has, we may perhaps, travel in her footsteps; but until then, our attempt to swell out, will be attended with the same fatal consequences that followed the attempt of the frog in the fable, who undertook to swell out to the size of an ox.

The securities of the New York banks consist mostly of the stock of the United States, and of their own state. This stock is no longer to be had unless at a higher premium, and the comptroller of New York, has already recommended to the legislature, to provide by law for receiving the stock issued by the several cities of the state, as security for the redemption of the paper issued by the banks. This shows that their system, if persevered in, will soon have to be abandoned, or to rest on an insecure basis.

New York and the United States are rapidly redeeming their stock, and when that is redeemed the banks must get other and less reliable securities, or they must cease. Let the stock of cities be received as security—cities who cannot pay their debts, and the banking system of New York would rest on a basis which none would consider safe.

To this may be added the fact, that while the stock could be used for such purposes, it would be an object with many, to induce the cities to borrow money, to increase their expenditures, and to remain in debt, thus establishing a perpetual tax upon the people, in order that the certificates of indebtedness, or bonds, might be used by the banks as security for the redemption of their bills.

ANTI-BANK.

☞Mr. Wiley's clothing store has long been favorably known as a place where good articles can be bought at reasonable rates; but he is now closing off a very large stock of clothing at prices *greatly reduced*, so that it is the interest of all who need such articles to call on him.

SORREL HORSE COLT—Taken up by J. D. Wightman, in the town of Plainfield, Will county, one two year old sorrel colt, a few white hairs in the forehead, of small size; appraised at $14.
Dec. 10, '50. O L HAWLEY, clk.

BAY MARE COLT—Taken up by Albert Schoonover, in the town of Dupage, Will county, one bay mare colt, black mane and tail, supposed to be 2 years old last spring; appraised at $30.
Dec. 2, '50. O L HAWLEY, clk.

BAY MARE—Taken up by William Nichols, in the town of Momence, Will county; one bay mare, 3 years old last spring, about 14 hands high, with right hind foot white; appraised at $40.
Dec. 16, '50. O L HAWLEY, clk.

BAY HORSE—Taken up by John Walker, living six miles south-west of Nashville, Washington county, one bay horse colt, star in his forehead, right hind foot white, white ring around the hoof of left hind foot; appraised at $15.
Jan. 3, '51. AMOS WATTS, clk.

BAY MARE MULE—Taken up by Hugh McLaughlin, six miles west of Nashville, Washington county, one bay mare mule, 2 years old past; appraised at $40.
Jan. 3, '51. A WATTS, clk.

BAY MARE—Taken up by John Frost, 8 miles west of Nashville, Washington county, one bay mare, star in her forehead, fore feet white, right hind foot white inside to the pastern joint, 14 or 15 hands high, 4 years old next spring; appraised at $30.

Also one sorrel mare colt, star in her forehead, one year old next spring, about three feet 8 inches high; appraised at $5.
Jan. 23, '51. A WATTS, clk.

SORREL HORSE—Taken up by Samuel P. Blanchard, Adams county, one sorrel horse, 12 hands high, 3 years old last spring, star in the forehead, light mane and tail, hind feet white up to the pastern joint; appraised at $27 50.
J C BERNARD, clk.

DARK BAY HORSE COLT (yearling) AND BAY MARE—Taken up by Jacob L Funk, of the town of Beverly, Adams county, one dark bay yearling horse colt; appraised at $14.

One bay mare, black legs, mane and tail, interspersed with white hairs; appraised at $30.
J C BERNARD, clk.

SORREL MARE COLT—Taken up by John Simms, 2½ miles east of Columbus, Adams county, one sorrel mare colt, 2 years old next spring, a star in the face, a snip in the face running over the right nostril, a small white spot on the near side of the left fore foot; appraised at $20.
Jan. 7, '51. J C BERNARD, clk.

BLACK HORSE, SORREL MARE, & BAY MARE—Taken up by Claudius Northup, in township 1 S 9 W, Adams county, one black horse, white face, hind feet white, blind in right eye, 9 or 10 years old, 16½ hands high; appraised at $35.

One sorrel mare, blaze face, three white feet, bluish in left hind foot, has been badly foundered, 8 years old, 14 hands high; appraised at $20.

Also a young bay mare, with black legs, mane and tail; appraised at $40.
Jan. 17, '51. J C BERNARD, clk.

BAY MARE—Taken up by James Turner, about 6 miles south-west of Springfield, one bay mare, black mane, tail and legs, with some white hairs on her nose, about 16 hands 3 inches high, 6 years old next spring, she had on the head stall of a bridle and a part of a rein to the bridle; appraised at $40.
Jan. 15, '51. N W MATHENY, clk.

GREY MARE—Taken up by James M Churchman, in Harding precinct, Calhoun county, one grey mare, 14 hands high, supposed to be 15 years old; appraised at $3.
Jan. 20, '51. WEST M MILLARD, clk.

GREY HORSE—Taken up by Anderson Pearcey, 9 miles north-west of Mt. Vernon, Jefferson county, a grey horse, about 10 years old, about 16 hands high, the right hip knocked down; appraised at $25.
Jan. 20, '51. J F WATSON, clk.

RED ROAN MARE—Taken up by John Morris, in Okaw precinct, Washington county, one red roan mare, 3 years old past, 14 hands high; appraised at $25.
Dec. 16, '50. A WATTS, clk.

SORREL HORSE COLT—Taken up by John Long, in Clear creek precinct, Clark county, a bright sorrel horse colt, three years old next spring, all his feet and legs white up to his knees, a blaze in his face, flax mane and tail; appraised at $18.
D PHILLIPS, clk.

BAY MARE—Taken up by Elizabeth Rucker, in Shelton precinct, Hamilton county, one bay mare, with black mane and tail, a snip on her nose, and some white in her forehead, hipped in the right hip, about 13 years old; appraised at $10.
Dec. 21, '50. JNO W MARSHALL, clk.

GREY HORSE & SORREL HORSE COLT—Taken up by Harmon Hatchill, living on Horse creek, 14 miles south of Springfield, one grey horse, about 14 hands high, swinneyed in the left shoulder, supposed to be 14 years old, appraised at $15.

Also one sorrel horse colt, one year old last spring, ... forehead, and a small knot on the side of his nose; appraised at $9.
Jan. 11, '51. N W MATHENY, clk.

BROWN HORSE—Taken up by Thomas J Turly, in Round prairie, five miles east of Springfield, a brown horse, supposed to be from 10 to 11 years old, about sixteen hands high, a star in the forehead, a snip on the nose, white spots on collar and saddle marks on each side of the neck and back, and has a scar in the right fore foot at the junction of the hair; appraised at $45.
Jan. 14, '51. N W MATHENY, clk.

DARK SORREL MARE & BAY HORSE COLT—Taken up by Elder Mason, living ten miles south of Springfield, a dark sorrel mare, supposed to be 10 years old, about 14 hands high, badly crippled in the left hip; appraised at $1.

Also a bay horse colt, two years old, about 14 hands high; appraised at $30.
Jan. 18, '51. N W MATHENY, clk.

DARK BAY MARE & BLACK MARE COLT—Taken up by Robert Wilburn, on the Beardstown road, with black legs, mane and tail, a star in the forehead, shaven with the gears, 14½ or 15 hands high, supposed to be from 14 to 16 years old; appraised at $10.

Also one black mare colt, a white spot on the end of the nose, 2 years old next spring, small size; appraised at $25.
Jan. 29, '51. N W MATHENY, clk.

BAY MARE & COLT—Taken up by Lee ... hes, one bay mare, hind feet white to pastern joint, blind in right eye, has the appearance of big-head on right side, 10 years old, 14 hands high.

Also one bay colt, white hairs on out edge of the tail, rising 1 year old; appraised at $12 50.
Monroe county, Dec. 17, '50. D CONVERSE, clk.

IRON GREY MARE—Taken up by Elizabeth Trelts, in Monroe county, one iron grey mare, 3 years old last spring, white spot on the top of her left foot, some white on the under side of her right foot; appraised at $30.
Jan. 7, '51. D CONVERSE, clk.

1 GREY MARE—Taken up by James McQuilton, near Columbia, Monroe county, one iron grey mare, 4 years old, white stripe in her forehead, and her small colt, 1 year old; both appraised at $30.
Jan. 6, '51. D CONVERSE, clk.

SORREL BROWN MARE—Taken up by Matrice Richards, in Waterloo, Monroe county, one sorrel brown mare, 7 years old, 14½ hands high, brand on the right hip with the letters T M, black mane and tail, white spot in the face, fore feet black up to pastern joint; appraised at $25.
Jan. 11, '51. D CONVERSE, clk.

1 GREY MARE—Taken up by James McQuilton, near Columbus, Monroe county, one iron grey mare, 4 years old, saddle marked; appraised at $30.
Dec. 9, '50. D CONVERSE, clk.

BAY MARE—Taken up by Philip Snell, near Columbia, one bay mare, 10 or 11 years old, star in the forehead, with dark bay mule colt, dark stripe on the shoulders; appraised at $30.

Also a grey mare, with black colt, white stripe in the forehead, glass eye, mare 4 years old; appraised at $3[illegible].

Also dark bay colt, 3 years old; appraised at $30.
Dec. 6, '50. D CONVERSE, clk.

BLACK HORSE—Taken up by Abram Clark, near Waterloo, one black horse, 6 years old, 14 hands high, a few white hairs in the forehead, and some on his mane; appraised at $30.
Dec. 25, '50. D CONVERSE, clk.

BLACK MARE—Taken up by Elias Wilcox, one black mare, 13½ hands high, a few white hairs in her forehead, little white on her right nostril, about 12 years old; appraised at $25.
Dec. 24, '50. D CONVERSE, clk.

BRIGHT BAY MARE—Taken up by Lemuel Wood, of the town of Oregon, Ogle county, a bright bay mare colt, two years old next spring; appraised at $45.
JOHN M HINKLE, clk.

LIGHT BAY HORSE COLT—Taken up by Thomas F. Foster, near Berlin, Sangamon county, a light bay horse colt, one year old last spring, about 12 hands high, left hind foot white, a little white in the forehead, and some white on the nose; appraised at $12.
Jan. 13, '51. N W MATHENY, clk.

3 ESTRAYS—Taken up by Lawson Holland, near Washington, Tazewell county, three colts, one a sorrel horse colt, with two white feet, blaze in the face, light mane and tail, 2 years old; appraised at $35.

One a dark bay or brown mare colt, small star in the forehead, 2 years old; appraised at $40.

Also black horse colt, scattering white hairs on his body; appraised at $25.
Jan. 16, '51. R W IRELAND, clk.

DESIRABLE TOWN LOTS FOR SALE.

LOTS Nos. 9 and 10, in block No. 2 in E. L. Edwards' addition to the city of Springfield, will be sold on favorable terms.
Inquire of Snow & Keys, Springfield. dlod

LAST CALL.

ALL persons who know themselves indebted to me, by note or book account, are hereby notified, for the last time, that payment and settlement must be made forthwith, or suit will be commenced.

I can be found with the books, at my former counting room, for a short time.
dawaw S. M. TINSLEY.

ODD FELLOWS' REGALIA DEPOT.

SPRINGFIELD, ILL.

THE undersigned, having obtained the agency for the sale of the above named Regalia, would announce to the members of the fraternity and lodges, that he has received, by express from Philadelphia, a splendid assortment of all kinds of regalia suitable for the degrees of the order.

He would also inform the lodges, that he is making arrangements, by which he can furnish them full setts of official regalia, and on better terms than they can be purchased any where else west of the mountains. He will sell his regalia at prices from ten to twelve per cent. less than they can be obtained in St. Louis.

Call at Ives and Curran's Jewelry store, south side of the public square; where, also, can be found a fine assortment of the jewels of the order, made in accordance with the law of the Grand Lodge of the U. S.

Call and examine my stock before purchasing elsewhere.
Feb. 4, 1851.—dom S. A. CORNEAU.

CLOCKS, WATCHES, JEWELRY AND FANCY GOODS—Just received, a large and fashionable assortment of goods, which will be sold, cheap at
[ap 16] G W CHATTERTON'S.

VIOLINS—A choice selection at all prices at
dec. 3. EVERY BODY'S STORE.

ACCORDIANS—From $2 to $18 each, may be had at dec. 3. AWNING ROW, 3[illegible]

INDIGO AND MADDER—Just received a large supply of the finest indigo and madder, which will be sold at low prices, at WM. PEACOCKE'S,
nov. 26. at the old post office room.

Varnish! Varnish! Varnish!!

WE now offer the public a superior article of Gopal Varnish, made from the best of gum and warranted to be free from rosin. We are aware there is varnish in this city can be had at lower rates than we can afford to sell this, yet we are satisfied that such an article as we offer, cannot be bought for less any where. Mr. J. A. Hough, of this city, uses this article at his furniture rooms, and all those who are skeptical on this subject, can there see it in its perfection. Call and examine for yourselves, at
feb3 CORNEAU & DILLER'S.

PURE AND GENUINE.

WE have just received from Philadelphia, a superior article of Liquors, for medical purposes—consisting of Champaigne and Cogniac Brandy, Port Wine, the pure juice of the grape, Madeira wine, Holland Gin and old Rye Whisky; all of which we can recommend free of adulteration, and which we will sell on the most reasonable terms.
CORNEAU & DILLER.

COUGH CANDY.

MEMBERS of the legislature, and others given to speechifying, who have coughs, colds, hoarseness, &c., would do well to call over and get some of the above article, for what is eloquence when he who makes a speech must cough, and stop right short off in the middle. For sale by
feb3 CORNEAU & DILLER.

LARD OIL, COOK'S.—An elegant article, for sale by oct 3 CORNEAU & DILLER.

ALL colors and qualities of Cloths and Cassimeres can be had at very low prices, stock too large and must be sold at bargains, call at
nov. 29. TINSLEY'S.

SUGARS.—Crushed, Clarified, Loaf and Brown, just received in time for preserves and other uses.
aug 6 W. LAVELY.

LAND FOR SALE.

THE subscriber has a desirable tract of land, containing 600 acres, situated two miles south-east of Middletown, Logan county. About 140 acres of this tract is timber, and attached to the prairie, it has never-failing water, both in the timber and prairie, and would make a good stock farm, or two smaller farms.

Also, for sale, on agency, several other tracts of land, situated east of Irish Grove, and other parts of Logan and Menard counties, among which are some desirable situations.
Middletown, Jan. 31, 1851. dawlm C. KNAPP

TO MEMBERS OF THE LEGISLATURE!

THE MADISON PAPERS,

Containing debates on the confederation and constitution, published under the sanction of congress. This invaluable work, neatly lettered and handsomely bound, is offered for sale at half its original cost, by
jan31w3t BIRCHALL & OWEN.

WM. I. FERGUSON,

ATTORNEY AT LAW.

OFFICE over Buchanan & McGraw's store. West side of the public square, Springfield, Ills.

BLEACHED Muslins and Irish Linens—A most excellent assortment, at oct 19 O. & F's.

PUBLIC NOTICE.

NOTICE is hereby given, that an election for five Directors in the Alton & Sangamon Railroad Company, will be held at the office of the company in the city of Alton, on Thursday, the 20th day of February next, at 12 o'clock m.; the polls to remain open from that hour until 3 o'clock p. m. of the same day.
dtfeb20. HENRY A. COIT, *President*.

NOTICE.

IF Mr. James Short will call at the Post Office, he will find something to his advantage, d3tw.

LOTTERY.

GOLD watches, silver-ware, ear-rings, breast-pins, &c., to be drawn Saturday, January 25th. Scheme at the American House. A few more chances left. dtw.

SALT—50 sacks of ground alum salt, just received and for sale at WM. PEA[illegible]
dec. 27. at the old post [illegible]

LATEST ARRIVAL.

FALL AND WINTER G[illegible]

D. & I. P. SPEA[illegible]

ARE now receiving and opening, dir[illegible] ... adelphia, a large addition to their [illegible] of Fall and Winter Goods, consisting in [illegible] flannels, ready made coats and cloaks, a[illegible] ladies' and gentlemen's boots and shoe[illegible] scription, all wool carpetings and blank[illegible] and cutlery, revolving pistols and guns, [illegible] with a great variety of other goods, whi[illegible] purchasers to call and examine, as they [illegible] low and on their usual accommodating te[illegible]
Springfield, October 10, 1850.

WINTER APPLES—Families wishing [illegible] their apples for winter use, can be [illegible]
Oct. 29. [illegible]

FINE TOBACCO.—El Dorado, Nec[illegible] Cavendish Tobacco, of the best b[illegible] had at Nov. 30. [illegible]

ATTENTION LADIES!—We have j[illegible] pure and fresh article of salad [illegible] chicken salad, &c. CORNEAU [illegible]

COOPER'S ISINGLASS—For making [illegible] by CORNEAU [illegible]

SPICES—Cloves, cinnamon, nutmegs a[illegible] spices, for sale by
feb3 CORNEAU [illegible]

SPERM OIL—A fine article, for sale by CORNEAU [illegible]

SELLING OFF AT COST.

HAVING purchased the entire stock o[illegible] S. M. Tinsley, in this city, I will c[illegible] *at cost for cash*. The stock embraces all [illegible] mestic and fancy Dry Goods, hardware, [illegible] and caps, ready-made clothing, boots and [illegible] furs, &c.

This stock is by far the largest and m[illegible] this city, and persons in want of goods [illegible] opportunity of buying at eastern cost, fo[illegible] counter.
feb1dawtf E. D.[illegible]

WOOLEN HOODS and comforts, in g[illegible] very cheap, at nov. 28. T[illegible]

OYSTERS—A fresh supply of Wright[illegible] Cove Oysters just arrived at
dec. 26. WM. PEACOC[illegible] at the old post [illegible]

LEWIS & ADAMS,

AUCTION AND COMMISSION MER[illegible]

East of the Capitol,

Springfield, Illinois.

July 13, 1850.—d&w ly.

SALT.—Just received, a large supply o[illegible] ground alum salt, in sacks, which will [illegible] of at the lowest possible price, at
WM. PEA[illegible]
dec. 6. at the old post o[illegible]

50 Boxes Smoking Tobacco, in paper [illegible] rolls, for sale by [illegible]

HATS AND CAPS, of all kinds, for m[illegible] at oct 19 [illegible]

GUITARS—A fine assortment received [illegible] low by dec. 3. LEWIS &[illegible]

50 Boxes Sperm Candles; 50 do Star d[illegible] low do, on hand, and for sale by
dec 13 [illegible]

LONG SHAWLS—20 Bay state long sh[illegible] 20 " square [illegible] cheap, at T[illegible]

ALTON AND SANGAMON RAIL[illegible]

THE receipts for the instalments that w[illegible] the 24th of July and 24th of August [illegible] above stock are now ready. Stockholder[illegible] mon county, will please call and pay up [illegible] ther notice. Oct. 16. V.[illegible]

CANDLES.—Cook's composition candle[illegible] hand at [sept. 17.] JOHNSTON & BRI[illegible]

TAKE NOTICE.

ALL those indebted to me for back ta[illegible] book account, are requested to mak[illegible] payment; my present business requires [illegible] compliance with the above will confer a [illegible] vor; those failing to comply with this notic[illegible] me an unpleasant duty to perform.
feb3 W.[illegible]

EVERY BODY'S MILL.

WE will pay the market price for wheat, corn, barrels, &c., at our mill, or at Every Body's Store. Custom work done as usual. LEWIS & ADAMS.
July, 13, 1850.—d&w—ly.

SUGARS.—Prime N. O. Crushed, Loaf and Clarified Sugars, just received and for sale at
Nov. 23. WM. LAVELY'S

CLOCKS—Eight day and thirty hour—a full and complete assortment—some suitable for churches and offices, cheaper and better than common, at
Nov. 7, 1850. HOUGH'S.

BODARK SPROUTS FOR SALE.

I WILL inform the people of Sangamon, and the adjoining counties, that I have for sale the best lot of Bodarc Sprouts, that has ever been offered to the people in this country, which I will sell at eight dollars per thousand. The sprouts has two years growth in my nursery. All persons wishing to purchase will please call on the subscriber, the sooner the better, at Lower Lick creek six miles south of Springfield, near the St. Louis road; or if it is more convenient call E. J. Taylor, who is my agent, one door east of Tinsley's.
Nov. 14, 1850.—w6m*. JOHN HOOPER.

WHOLESALE

CLOTHING WARE-HOUSE,

No. 118 Main treet,

ST. LOUIS, MO.

AND

No. 113 Broadway New York,

MARTIN & BROTHER.

DEALERS IN READY MADE CLOTHING will find it greatly to their advantage to call at the above establishments and look through our stocks, before purchasing. We promise to show them the largest and most complete assortment in the east or west, and will sell at *lower prices* than any other House. Terms Liberal. aug. 22.—ly.

J. J. RICHARDS,

LUMBER AND COMMISSION MERCHANT,

And Agent for the Sangamon and Morgan R. R. Company

NAPLES, ILLINOIS.

Lumber, Shingles and Lath, for sale—delivered railroad free of expense. Orders solicited.
Naples, November 1, 1850.

M. M. DILL,

ATTORNEY AND COUNSELLOR AT LAW

PARIS, EDGAR CO., ILLINOIS.

OFFERS his professional services to the citizens of the fourth and eighth Judicial circuits of the state of Illinois.
June 20, 1850.—y*

FRESH COVE OYSTERS, just received and for sale by [Oct. 29.] W. LAVELY.

100 Pairs country knit socks, of extra fine quality at HICKOX & BROTHERS.
Jan. 6.

"For things of use and this of sport,
The gay and curious here resort."

AND among the curiosities lately brought to town, is a superior article of chewing tobacco, none of your coperas tasting, sore-mouth-making tobacco, but the pure unadulterated Jamestown weed—come and try it, at doc. 8. CORNEAU & DILLER'S.

12 BAGS Griffins horse shoe nails.
6 bags 6, 8 and 10 penny wrought nails.
Just received and for sale very low by the bag or otherwise. LOWRY LAMB & CO.
Nov. 6, '50. Journal copy.

100 Boxes Western Reserve Cheese just received by [dec 12] J. DUNN.

CLOCKS & WATCHES REPAIRED—And warranted to perform well, or money returned.
ap 16 G. W. CHATTERTON.

"We care not what dull plodders say,
A good cigar drives care away."

JUST received a very superior lot of cigars, consisting of Regalias; Havanna and Principes, all of which we will sell by the box or retail on the most reasonable terms. dec 8. CORNEAU & DILLER.

BUCKWHEAT FLOUR, of the best quality, for sale at the Phoenix mill or the store of
Nov. 6, 1850. W. P. GRIMSLEY.

BUCKWHEAT WANTED.—The market price paid for buckwheat, delivered at the Phoenix mill. Buckwheat ground for customers, as usual.
Nov. 6, 1850. W. P. GRIMSLEY.

LARGE No. 1 MAKEREL—just the thing, for sale by (sept. 17.) JOHNSTON & BRIGHAM.

AT sacrificing prices, for want of money, one hundred dozen elementary spellers, for sale by
nov. 19. BIRCHALL & OWEN.

WILLOW CRADLES, Chairs, Clothes Baskets Transparent Window Shades, Manilla, Inlo, Aileant and Husk Matts, Matrasses of Hair, Cotton, Moss and Husks, for Bedsteads and Lounges, Feather Dusters, Window Cornices, and Curtain Pins, at
Nov. 7, 1850.* HOUGH'S.

ANNUALS and gift books for 1851; various Sn.de for sale at
Dec 20. JOHNSON & BRADFORD'S.

BROADCLOTHS, Cassimeres and Vestings—A very large stock at (oct 19) O. & F's.

NOTE PAPER, note envelopes, motto seals, gold pens, and a general assortment of stationery; for sale at the Springfield Book Store, by
dec. 29 JOHNSON & BRADFORD.

DR. R. P. LAMB,

RESPECTFULLY offers his professional services to the citizens of Springfield and surrounding country. Office at the American House.
March 27, 1850—ly.

NEWBOLD'S FILES.—We have in store a large assortment of the celebrated files. 10, 12, 14, 16 and 16 inch flat bastard; all sizes mill saw files; all sizes round, half round and square do.
Nov. 7, 1850. LOWRY, LAMB & Co.

GOLD AND SILVER WATCHES—The subscriber keeps constantly on hand a fine assortment of gold watches, which he offers at New York prices. Fine watches repaired. All goods sold or work done at this establishment warranted to prove as represented, or money returned.
april19m G W CHATTERTON

WOODEN WARE.

CHURNS, Zinc wash-boards, well-buckets, covered buckets, bread-trays, painted-tubs, brooms, hook buckets, rolling-pins, mop handles, wooden bowls, market baskets, nest boxes, and every other article in this line, for sale by. JOHNSTON & BRIGHAM.
sept. 17.

SHAD.—Some fine large shad just received and for sale by. [sept. 17.] JOHNSON & BRIGHAM.

LAND WARRANTS

AND

EASTERN EXCHANGE

Always for sale by N. H. RIDGELY.
nov. 30.—ly.

BONNET VELVETS AND SILKS, and trimmings, just received at. oct 14 O. & F'S.

HOSIERY—In endless quantity, for ladies, misses men and children at (May 10) TINSLEY'S No [illegible]

MUFFS—From fifty cents to ten dollars, that must be sold at dec. 3. LEWIS & ADAMS.

PAPER—Cap and letter, various qualities and prices at
Dec. 20 JOHNSON & BRADFORD'S.

PUTTY—For sale by
Oct. 9. CORNEAU & DILLER.

SPIRITS TURPENTINE.—For sale by
oct 2 CORNEAU & DILLER.

LINSEED OIL constantly on hand, and for sale at the lowest price by (dec 12) J. DUNN.

FAMILY BIBLES, pocket bibles of various qualities and prices, Prayer books different kinds and prices, miscellaneous works, school books, &c., for sale at
Dec. 20. JOHNSON & BRADFORD'S.

PEN MAKERS, fine perfumery, cigar cases, pearl folders, travelling desks, &c., for sale by
nov. 19. BIRCHALL & OWEN.

CANISTER SHOOTING POWDER, the best article in use for sportsmen, just received, and for sale by W. LAVELY.
Jan. 28, 1851.

CASHMERES & DELAINES—A very rich assortment at (oct 19) O. & F's.

1,000 Bushels Stock Salt on hand, and for sale low by (dec 12) J. DUNN.

100 Barrels C. Grove & Co's Rectified Whisky for sale low by (dec 12) J. DUNN.

BRANDY—The best selected lot of the most celebrated brands ever brought into this city, now on hand and for sale at the lowest prices, at
WM. PEACOCKE'S,
nov. 26. at the old post office room.

100 Boxes Cuba Yara and Havana Six Cigars, for sale by J. DUNN.

ELDORADO TOBACCO.—Those who love good chewing tobacco can find it by calling at
sept. 17. JOHNSTON & BRIGHAM'S.

EXPEDITION to the Dead Sea, Wilkes Exploring Expedition, Poultry Book, Mathematical Instruments, and cheap inkstands for sale, by
nov. 19. BIRCHALL & OWEN.

UNDERWOOD & CO., superior pepper sauce, for sale by CORNEAU & DILLER.

Land and General Agency Office,

AT THE CAPITAL OF ILLINOIS,

CITY OF SPRINGFIELD.

THE undersigned have this day entered into a copartnership, under the name and style of ASH & DILLER, Land General Agency. We will attend promptly and faithfully to the purchase and sale of state lands, paying taxes, redeeming lands sold for taxes, purchase and sale of state indebtedness, auditor's warrants, &c., investigating titles, examining lands, and in short, every description of business pertaining to a General Land Agency, on the most extended scale.
HORACE F. ASH,
ISAAC R. DILLER.
Springfield, March 13, 1849—tf

REFERENCES:

His Ex'l. A. C. French,	Gov. Illinois.
Hon. Thos. H. Campbell,	Auditor "
" John Moore,	Treasurer "
" S. H. Treat,	Judge Sup. Court.
" Lyman Trumbull,	"
" J. Dean Caton,	"
" T. R. Young, M. C.	Marshall, Illinois.
Col. J. B. F. Russell,	Chicago.
Samuel Hoard, esq.	"
Messrs Robertson & Holland,	Rockford, Ill.
Ex. Gov. Thos. Ford,	Peoria,
A. O. Garrett, esq.	"
Hon. Thompson Campbell,	Galena.
T. Drummond, esq.	"
Chas. Gilman, esq.	Quincy,
Samuel Holmes, esq.	"
Hon. Edward Keating,	Alton,
" A. G. Caldwell,	Shawneetown.

DR. A. W. FRENCH,

DENTIST,

SPRINGFIELD, ILLINOIS.

☞Office opposite the State Register office.
July 17.—daw.

CORNEAU & DILLER,

Wholesale and Retail Druggists,

East side Public Square, Springfield, Illinois

HAVE just received an extensive assortment of fresh DRUGS, MEDICINES, CHEMICALS, PAINTS, OILS, and DYE STUFFS, which they are prepared to sell at exceedingly low prices, and on very desirable terms. Our stock has been selected with great care, and we can recommend every article genuine or no sale. Comprising in part:

Quinine	Indig	Paint br shes
Calomel	Alum	Varnish "
Opium	Ext. Logwood	Marking "
Epsom salts	Madder	Tooth "
Aloes	Blue vitrol	Shoe "
Saltpeter	Oil vitriol	Snuff boxes
Sulphur	Linseed oil	Emery all sizes
Rhubarb	Lard oil	Glue
Cream tartar	Neats foot oil	Milliners glue
Sup. carb. soda	Castor oil	Brazil wood
Refi'd borax	Turpentine	Canary seed
Cayenne pepper	Varnish	Lemon syrup
Assafœtida	Alcohol	Pepper sauce
Gum arabic	Cochineal	Castile soap
Blue mass	Sponges	Tamarinds
Cod liver oil	Mustard (in cans)	Ink

Physicians, merchants and others, desirous of purchasing *pure* and unadulterated articles in our line will do well to examine our stock before buying elsewhere.

Ladies and Gentlemen.—We have all the little nic nacks necessary to all well furnished toilet.—Such as fine Cologne ext., for handkerchiefs, pure Bear's Oil, Hair Oil of different kinds, tooth powder and tooth paste, all kinds of toilet and shaving soap, smelling salts, tooth brushes, fancy bottles, and many *other articles* too tedious to mention.

Painters, Hatters, Fullers and Dyers.—We have taken care to attend to your interest, and purchased all the articles necessary for business, to save you the trouble of sending to St. Louis.

Patent Medicines.—Those of our citizens who use the different patent medicines of the day, need look no further, as we keep all kinds on hand, wholesale and retail.

ALSO, a very choice assortment of pure Liquors—such as Sherry, Port, and Madeira Wine; Otard, Champaign and Cogniac Brandy, &c. And a complete and varied assortment of Cigars, Tobacco and Snuff of superior qualities. Be sure and call before purchasing elsewhere. May 8 daw ly

Sangamon and Morgan Rail Road Notice.

THIS Company will not receive for transportation over their road, any furniture not securely boxed. Express packages containing money or valuables, will not be received at any rate.
A. B. RUMSEY, Sup't.
Springfield, April 16, 1850.

FIRST ARRIVAL.

100,000 Lath,
100,000 Shingles,
and a first rate assortment of seasoned lumber, just received, and for sale, by
ROYAL BOOERS & CO.
Naples, March 16, 1850.

SPERM OIL.—For sale by
oct 2 CORNEAU & DILLER.

MASONIC, SONS OF TEMPERANCE & I. O. O. F. JEWELS—Kept constantly on hand, and made to order. Seals of every description engraved at [ap 16] G. W. CHATTERTON'S.

J. S. ROGERS,

DEALER in the latest and most approved patterns of Cooking Stoves—Ten, Seven, and Six plate—Box, Parlor and Coal Stoves, of every description.

Also, *Tin Ware* of my own manufacture, wholesale or retail; together with extra copper-tin and iron furniture for cooking stoves; brass kettles, furnaces, &c., and all copper, sheet-iron and tin work for steam mill, &c., done at short notice. Shop north side of the public square, Springfield, Illinois.
Sept. 6, 1849.—tf.

REMOVAL.

C. C. PHELPS has removed his Chair shop to the west side of the square, one door south of the store of N. W. Edwards & Co.

C. C. PHELP'S

CHAIR SHOP can be found on the west side of the square, one door south of Edwards & Co., where he keeps a good assortment of fancy and Windsor chairs, warranted to be well made. Those who wish for good bargains, please give us a call. (nov 9)

1,000 Sett wagon boxes.
500 clock weights.
2 sett finished lathe heads.
1 sett truck wheels and axels.
2 dozen Anti-freezing Pumps.

And a large assortment of other castings too numerous to mention, for sale low at the Farmer's and Mechanic's Foundry.

PLOWS of any description made to order, and old ones repaired in the best manner, at the shortest notice, and at reasonable rates. LUMSDEN & CO.

LANDS SOLD FOR TAXES.

NOTICE is hereby given, that at a sale of land for taxes in the county of Logan, forfeited to the state for taxes, held at the court-house in Mt. Pulaski, January 11, 1850, Jesse Jackson purchased the following lots, to wit;

Lots 3 4 5 in block 53; lots 1 2 3 4 5 6 7 8 9 10, block 64; lot 2, block 63; lots 1 2, block 84; lots 1 2 3 4, block 70, in the town of Camden, forfeited for the taxes of 1848, and the costs thereon.

Now, therefore, if said lots are not redeemed before the expiration of one year from this date, the said Jesse Jackson will be entitled to a deed for the same.
jan22 w3w JOHN T. JENKINS, cl'k.

ADMINISTRATOR'S NOTICE.

TO all whom it may concern. Take notice that I shall attend at the term of the probate court within and for the county of Sangamon, state of Illinois, to be holden at Springfield on the 18th day of March, A. D. 1851, and tender my resignation to said court, as administrator of the estate of Samuel W. Earnest, dec'd., when and where you may attend and object if you see fit.
Jan11'51 4w JAMES PARKINSON,
Administrator of the estate of Samuel W. Earnest, dec'd.

STATE OF WISCONSIN, Rock county ss: In the matter of the petition of Nelson Blodgett, an insolvent debtor. Nelson Blodgett, of the town of Beloit, in the county of Rock, and state of Wisconsin, a petitioner to be discharged from his debts as an insolvent debtor, pursuant to the provisions of chapter 125 of the Revised Statutes of said state of Wisconsin, having presented to me, a circuit judge of said state, the petition, schedule and affidavit required by law, it is ordered, that the creditors of the said Nelson Blodgett appear before me, at the court-house, in the city and county of Racine, and state of Wisconsin, on Monday the 21st day of April, A. D. 1851, at 1 o'clock p. m., to show cause, if any they have, why an assignment of the estate of the said Nelson Blodgett should not be made and he be discharged from his debts.

Dated this 10th day of January, A. D. 1851.
w10w EDWARD V. WHITON, Circuit Judge.

LANDS SOLD FOR TAXES.

NOTICE is hereby given, that at a sale of land for taxes, at Mt. Pulaski, Logan county, on the 10th of June, 1850, George McDaniel purchased the following described tract and lots, by paying the taxes and costs due thereon for 1849: South part of s e 18 n 3 w; also lot 2, block 9; lot 3, block 8 5 ft off; lot 4 block 7; lot 2 block 16 5 ft off; lot 1, block 45, ½ of lot 5, block 34, 10 ft off; lot 4, block 41, in the town of Mt. Pulaski.

Now if the same are not redeemed in two years from June 10, 1850, the said George McDaniel will be entitled to a deed for the same.
Jan31w3w* JOHN T. JENKINS cl'k.

LANDS SOLD FOR TAXES.

NOTICE is hereby given, that at a sale of lands for taxes, at Springfield, Sangamon county, on the 9th day of March, 1849, George McDaniel purchased the following described parcels of lots by paying the taxes and costs due thereon for the year 1848. South part 40 by 40 feet of lots no. 9 and 10, in block 3, in Well's and Peck's addition to the town, now city of Springfield.

Now if the same are not redeemed in two years from the 9th of March, 1849, the said George McDaniel will be entitled to a deed for the same.
Jan31w3w * W. I. FERGUSON, city cl'k.

J. CLARK,

CURRIER AND LEATHER DEALER.

No. 170 Main Street, St. Louis, Mo.

ALL kinds of Leather, Tanner's Oil, and Shoemaker's Findings, constantly on hand.

Also Patent Leather, French and Philadelphia calf skins, &c. May 2 wly

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FRANKLIN HOUSE,

STATE STREET, ALTON, ILLINOIS.

E. BLISS—PROPRIETOR, (formerly of the American House, Springfield, Ill.,) would respectfully inform the citizens of Alton and vicinity, and the traveling community, that he has taken the above named House, which has recently undergone a thorough repair, and an extensive addition, and that he has furnished it entirely with new furniture, suitable for the wants and comforts of his guests. The House is situated in the most central part of the city, and is now open for the accommodation of boarders and transient custom.

The proprietor flatters himself from past experience in Hotel keeping, and from a strict personal attention to the wants and comfort of his guests, that he will be enabled to accommodate all who call upon him in a satisfactory manner.

There is also in connection with the house a large and commodious stable, where travelers' horses will receive proper attention; also, carriages, buggies, and saddle horses, furnished at the shortest notice.
Alton, Oct. 10, 1850.—ly.

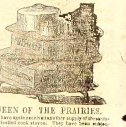
Dr. H. Wohlgamuth,

GERMAN PHYSICIAN.

HAVING returned to Springfield with the intention to remain permanently, offers his professional services to the citizens of Springfield and surrounding country. He may be found at the dwelling of Mr. John Wolgamot, or at his office, a few doors south of the old Post Office.

☞Family medicines, of his own preparation, for sale at his office,—warranted *purely vegetable*.
Springfield, April 16, 1850. dawly.

THE CELEBRATED COOK STOVE.



QUEEN OF THE PRAIRIES.

WE have again received another supply of these unrivalled cook stoves. They have been subjected to the severest tests, and tried in every possible manner, and we feel no hesitation in offering them to the public as speedily destined to supercede all other kinds now in use.

Were it necessary we could submit the testimony of hundreds throughout the state who are now using this stove, as proof positive of its vast superiority over every other kind. The plates are heavy, it takes up but little room, and is plain and neat, flat on the top, and has four boiling holes; two fine large ovens, and a place for boiling or roasting in front.

It is very easy to understand using it, and we are perfectly willing to test it with any other stove of the same size, and in short do not hesitate to say that it will do more cooking, throw out more heat with the same quantity of fuel, will do it with less trouble and in less time, than any other stove now in use.

We also have a large assortment of Premium Box and Parlor stoves, which we are selling at reduced prices. LOWRY, LAMB & CO.
Nov. 17, 1850. [Journal and Organ copy.]

FARMERS' AND MECHANICS' FOUNDRY:

Springfield, Illinois.

(Adjoining Every Body's Mill.)

HAVING purchased all the machinery, tools, stock and fixtures of the FOUNDRY, MACHINE and BLACKSMITH SHOP, formerly belonging to Lewis Johnson & Co.; we hereby inform our friends, the farmers and mechanics and the public generally, that if they will only give us a call, we will endeavor to accommodate them in the most prompt and satisfactory manner. In industry and strict attention to business, combined with long experience, and knowledge of the foundry business, in all its departments, ought to entitle us to a share of public patronage, we hope to have an opportunity of giving satisfaction to the public.—All kinds of iron and brass castings, blacksmithing, turning and finishing, done up in good style, and of the best materials. Respecting materials and workmanship, we are determined not to be surpassed by any similar establishment in the West. A fair trial will show that we shall spare neither means nor expense in turning out all work according to pattern and design. Arrangements will be made to cast Bells of every description and tone; and all kinds of brass and copper work for engines, mills and machinery in general.

On hand constantly, or made to order, all descriptions of machinery, mill gearing, lath castings, wagon arms and boxes, truck and car wheels (chilled or not chilled) fire dogs, grate bars, stove plates, fire backs, coal grates, pumps, pipes, &c.

New castings exchanged for old; and the highest prices given for old iron, brass, copper, &c. Old plows received in payment for new ones, of any description or pattern. All orders promptly filled, and on reasonable rates. LUMSDEN & CO.
nov20 d 1w&w4m

SANGAMON AND MORGAN R. R. NOTICE.

ON and after the 1st proximo, Mr. J. J. Richards will be the agent of this company at Naples. Persons wishing goods forwarded by the [illegible] sign to the care of the agent [illegible]
Springfield, Il[illegible]

[illegible] $500 STOCK!!

FRIENDS and [illegible] have as big [illegible] out fear of contr[illegible] best assorted st[illegible] DRUGS, MED[illegible] OIL[illegible] there is to be fo[illegible] we are prepared [illegible] most reasonable [illegible]

Our medicines [illegible] Philadelphia, an[illegible] sers that they ar[illegible] and unadulterate[illegible]

Physicians an[illegible] store at all times [illegible] ment's such that [illegible] all orders without [illegible]

Our stock of [illegible] we can furnish a[illegible] shortest notice.

Our stock is a[illegible] accommodate all [illegible]

Superior perfu[illegible] Also Cigars and [illegible] and call at (d[illegible]

GO IT BOOTS[illegible] of "Greens, [illegible] thick sole, gent[illegible] calf, of all sizes [illegible] These boots are [illegible] make of these [illegible] quality than any [illegible] comparison.

FREE! FREE![illegible] people gener[illegible] free, at the old s[illegible]
nov. 19.

FRESH TEAS.[illegible] son and Blac[illegible]
Nov. 10.

AXES:—12 do[illegible]
Just received a[illegible] wise, by [illegible]

TINSLEY resp[illegible] Ladies, of the [illegible] sive stock of F[illegible] GOODS! embraci[illegible] which he is determ[illegible] Call and examine [illegible]
Oct. 17.

FLOWERED OI[illegible] sale by [illegible]

FRESH FAMIL[illegible] of
N. O. Sugar,
Crushed do
Clarified do
Prime Coffee,
Cocoa,
Chocolate,
For sale by [illegible]
Springfield, Sept.[illegible]

FIRST ARR[illegible]

THE subscribers [illegible] Fall and Winte[illegible] Dry Goods, Groce[illegible] all of which they w[illegible] attention of their [illegible]
succe[illegible]
sept. 17, 1850.

FRESH TEAS.—[illegible] Teas, can be ha[illegible]
aug6

BUCKWHEAT [illegible] be found in a[illegible] dition as last year, [illegible] wheat season, at [illegible] store. Buckwheat [illegible]
Nov. 8, 1850.

GINGHAMS and [illegible] the market; c[illegible] at any other house, [illegible]

WANTED IMM[illegible] ladies to lea[illegible] Apply soon to [illegible]

CREAM CHEESE[illegible]
Nov.

COFFEE—The b[illegible] coffee, can be [illegible]
nov. 29.

Plant Plows!

THE undersigned has formed an improved plow for which a patent is pending. The plow is known as

THE DOUBLE CURVED UPRIGHT STEEL MOULD BOARD PLOW.

It combines new advantages, and does its work better than any plow now in use. The improved mould-board is made entirely of steel, and is so constructed as to scour in any soil. The share is also of steel, and is so formed that the cutting edge is self-sharpening. The standard is made of wrought iron, and is so formed that the draft is taken directly from the point of resistance. The handles are of the most convenient description. The plow is so simple that any farmer can repair it himself. The undersigned is now prepared to furnish these plows to order, and will warrant them to be superior to any plow now in use. Orders solicited. Address

JOHN TYLER.

Springfield, January 11th, 1850.

We cordially recommend to our readers the above plows, manufactured by Mr. John Tyler, and would state that we have used one of them for the last season, and are satisfied with its superior qualities.

WILLIAM P. LAWSON,
WILLIAM PITCHER JENKINS,
J. L. SIBLEY,
DAVID BUNDY,
JOHN W. BECK,
JOHN CLARK,
SAYARADAUH,
PHILOMON STOUT.

Springfield, January 11th, 1850. 3m

THE GREAT PENNSYLVANIA REMEDY FOR COUGHS.

THE IMPROVED GERMAN HORSE CONDITION POWDERS, prepared by Dr. Isaac Hiester, of Lancaster, have been found by long experience to be highly useful for the cure of the various diseases which horses are subject to. They are a safe and certain remedy for the Heaves, Coughs, Distemper, Yellow Water, and general Debility, and produce from the weakest to the strongest horse a fine coat of hair, and a sleek and healthy appearance. They are used in many States with the greatest success, and are highly recommended by all who have used them. Price 25 cents per package.

N. B. REMEMBER NO PURTING—they will not answer the purpose. Be sure to get the genuine article, as there are many worthless imitations offered. Farmers can get them at other stations, and their losses may be saved by the use of a few packages.

DISTEMPER.

Hide-bound, Pneumonia, Yellow Water, inflammation of the eyes, fatigue from hard driving, Inflammation of the lungs, fatigue from hard driving, Inflammation of the lungs, fatigue from hard driving, Inflammation of the lungs